CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA 12

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Recommendation from Oregon City - Metro Enhancement Committee

Report No. 90-298

At the December 5, 1990 meeting the Commission had the opportunity to view the Metro-Enhancement Committee's video. The Enhancement Committee is completely satisfied with the results of the video.

At their December 6, 1990 meeting, the Enhancement Committee voted to request that the Commission make an additional payment of $250.00 to Richard Thayer. In addition, the Committee also voted to request an additional $150.00 so that up to ten (10) copies of the video could be purchased for the City's use.

It is recommended that the additional expenditures of $400.00, as requested by the Enhancement Committee, be approved.

CHARLES LEESON
City Manager

DCM/im

cc: Development Services Director
Planning Division

ISSUED BY THE CITY MANAGER

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA 11

DATED December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Final Order on PZ-90-05
Denial of A Plan Amendment
and Zone Change Request
for the Stalick Property

Report No. 90-299

On December 5, 1990, the City Commission directed staff to prepare a final order upholding the decision of the Planning Commission on the Green/Stalick plan amendment and zone change request, PZ-90-05.

Oral communications have been received from the property owner's representative that he would like this matter postponed.

The Final Order implementing the decision is attached for Commission review.

CHARLES LEESON
City Manager

DCM/im

attach.

cc: Development Services Director
Planning Division
Henry Stalick
Joe W. Green

ISSUED BY THE CITY MANAGER

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
503-657-0891

Proceedings of the

CITY COMMISSION

FINAL ORDER

In the matter of the application of: Joe W. Green and the Estate of Sylvester Stalick for property identified as 19842 S. Molalla Avenue, Tax Lot 700, Map 3-2E-9C.

For the following land use action or permit: Comprehensive Plan Amendment and Zone Change from LDR, Low Density Residential/R-10, Single-Family Dwelling District to HR, High Density Residential/RA-2, Multiple- Family Dwelling District - identified as PZ-90-05.

A hearing having been held on the 7th day of November, 1990, it is hereby ordered that:

( ) Application is allowed.

( ) Application is allowed with the following modifications and/or conditions:

(X) Application is denied. See attached Exhibit "A" for findings and decision.

This Order is based upon findings attached and incorporated as if fully set forth herein.

DATED, December 19, 1990.

DAVID D. SPEAR, Mayor

EXHIBIT "A"

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES DEPARTMENT
Planning, Building, Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

STAFF REPORT
PLANNING COMMISSION
October 23, 1990

FILE NO.: PZ-90-05

HEARING DATE: Tuesday, October 23, 1990
7:00 P.M., City Hall
320 Warner-Milne Road
Oregon City

APPLICANT: Joe W. Green
P. O. Box 754
Portland, Oregon 97207

PROPERTY OWNERS: Estate of Sylvester W. Stalick
Henry Stalick, Personal Representative
595 Wimbleton Court
Eugene, Oregon 97401

REQUEST: Comprehensive Plan amendment from LR, Low Density Residential to HR - High Density Residential; Zone Change from R-10 Single-Family to RA-2 Multi-Family Residential.

LOCATION: East side of Molalla Avenue, South of Clackamas Community College, 19842 S. Molalla Avenue, Tax Lot 700, Map 3-2E-9C.

REVIEWER: Denyse C. McGriff

CRITERIA:

The criteria for a Comprehensive Plan amendment are set forth on page 0-1 of the Comprehensive Plan as follows:

1. Does the proposed change conform with State Planning Goals and local goals and policies?

2. Is there a public need to be fulfilled by the Change?

3. Is the public need best satisfied by the particular change being proposed?

4. Will the change adversely affect the public health, safety, and welfare?

5. Does the factual information base in the Comprehensive Plan support the change?

In addition, the application shall include the following:

A. A description of the specific change proposed, including the legal property description;

B. A statement of reasons for the proposed change;

C. A factual statement of how the proposed change meets a community need or Comprehensive Plan policy;

D. A description of how the proposed change will affect community facilities, natural resources, transportation and adjacent properties.

The criteria for a zone change is set forth in Section 11-12-1 of the Zoning Ordinance, and states that a zone change may be granted "whenever public necessity and the general welfare require".

BASIC FACTS:

1. The property consists of 15.49 acres, a single-family dwelling and several farm buildings. It is identified as 19842 S. Molalla Avenue, Tax Lot 700, of Map 3-2E-9C.

2. The property is currently zoned "R-10" Single-Family Dwelling District and "LR", Low Density Residential on the Comprehensive Plan map.

3. The property is bi-sected by the BPA powerline easement. Caufield Creek also runs along the southwest boundary of the property. Caufield Creek is included on the National Wetlands Inventory Map.

   The property is shown on the Wet Soils/High Water Table Map in the Comprehensive Plan Map. These are areas in which the water table rises to within 1.5 feet of the ground surface.

4. The land uses immediately adjacent to the property are: North - Clackamas Community College; South - Single-Family Residential; East - Vacant parcels and Single-Family Residential and West - Rural Residential.

5. This property was the subject of a previous land use action (PZ-88-01). That application was denied. The applicant was advised by the Planning Commission that reapplication was possible under an "I/CI" request.

6. The draft periodic review order indicates, based on the Comprehensive Plan 1985 inventory, that the City needs 9.2 acres of land for medium density multiple-family land to meet 2009 need. However, there have been recent requests which have been approved for "RA-2" densities that have utilized this 9.2 acres.

7. The applicant has submitted an application, a burden of proof statement and a traffic analysis.

8. Transmittals were sent to various departments and agencies with the following comments:

   Public Works Superintendent - No conflicts

   Fire Department - No conflicts

   Police Department - This request has the potential of adding 400 people to our population. The development will be for persons on the lower end of the economic structure which history has demonstrated requires more police personnel. Consideration should be given, at this time, if the City will be able to provide the Federal and State recommended level of police officers to population ration of 1.8%.

   Building Official - No conflicts

   Development Services Director - This request conflicts with planned Glen Oak Campus Industrial Park. An industrial street is planned to go through this property. Power lines make residential use on this site less compatible than other multi-family sites. Oregon City does not need this much high density land in this location. May support multi-family in a planned development with roadway and industrial uses. Will need conditions on drainage, sewer, water and road improvements.

   Clackamas County - Recommend left turn onto site from Highway 213. Frontage improvements are recommended to include sidewalk and curbs. A dedication of right-of-way is needed for their share of a five lane section of Molalla Avenue.

   City Engineer -

   Sanitary Sewer - Sewer is available to a portion of the property in State Highway 213. The property lies in two basins the Q and the D-2. The portion of the property in the Q basin can use the sewer in 213. The D-2 basin would go the D pump station, which is not constructed. Participation in the D basin pump station would be required.

Water - Water improvements are needed in State Highway 213 - The City will is planning to construct a 14-inch water line in State Highway 213 in the Spring of 1991.

Drainage - The property is in the CA-70 basin. Any improvements shall follow the Drainage Master Plan.

Transportation - The Transportation Master Plan shows a proposed new two lane roadway from State Highway 213 east to serve the proposed Glen Oak Road industrial area. Further study and coordination are needed on the Meyers Road extension and industrial access road projects and the location of a potential traffic signal on Molalla Avenue. Access management along State Highway 213 shall also be studied in light of the proposed new road.

With regard to the County's comments, the City concurs.

The traffic analysis submitted by the applicant's consultant was reviewed by the City's consulting Engineer with the following comments:

> Related to ATEP's report, I found the report to be thorough, but suggests that the following items be addressed:
>
> Page 3 - Report Methodology. The design level of service thresholds used to address road improvement needs should be based on Oregon City Standards, not referenced guidelines from Washington County (the source document of which is not mentioned in ATEP's report). I don't have a problem with the stated LOS "D" as a minimum acceptable threshold, and suggest that the City identify level of service thresholds and develop site traffic impact study procedures.
>
> Page 4 - Intersection Analysis Procedure. I feel that traffic conditions with site traffic should be addressed in the year that the site buildout is expected. This is not 1990 and thus some added traffic assessment might be appropriate.
>
> Page 5 - Scenario 1 - Existing Conditions Current Zoning. I think it would also be appropriate to address the site traffic impact on the Highway 213/Glen Oak Road intersection, as well as the Highway 213/Meyers Road Extension intersection when the extension is completed.
>
> Page 5 - Site Conditions and Adjacent Land Uses. The development densities associated with R-10 zoning should be identified.

Page 5 - Existing Roadways. Molalla Avenue is a 2-4 lane roadway, not generally with a five-lane section.

Page 9 - Trip Distribution. I would suggest the traffic model developed as part of the recent Oregon City Transportation Study (EMME-2 based) be used as an aid in identifying the site trip distribution and background traffic volumes.

Page 16 - Criteria for Signalized Intersections. The stopped delay per vehicle range for LOS "F" should be greater than 60 seconds.

Page 19 - Table 6 - Existing Level of Service at Critical Intersections. It should be clarified that the LOS for the left turn movement at the site driveway is the left turn out.

Pages 21-24 - Figures 8-11 - Site-Generated Traffic Assignments. It would be helpful if these figures could identify the specific site traffic distribution percentage on the different roadway links. Also, on Figure 8, the northbound through movement at the Molalla Avenue/Community College intersection should be 55, not 5. In general, with the commercial development concentration along Molalla Avenue north of the site and overall access to Oregon City provided by Molalla, more site traffic might be assigned to Molalla to the north as opposed to the Oregon City Bypass.

The City Engineer further comments that the above-listed questions need resolution before the impact of this development can be reviewed and analyzed.

State Highway - A four to five lane section is needed to the urban growth boundary. See attached letter.

Oregon City School District No. 62 - This proposal does not conflict with our interests. However, our district is currently at 80 to 90 percent capacity. Therefore continued future development does impact us. We have put together a group of staff members to study the impact of this and other proposals in relation to their potential to increase our enrollment.

ANALYSIS AND FINDINGS:

Criteria (1) for Plan Amendment -

Does the proposed change conform with State Planning Goals and local goals and policies?

The applicable Statewide Planning Goals to this request are:

Goal 1, 2, 6, 7, 8, 10, 11, 12, 13, and 14.

The applicant has addressed the goals as follows:

Goal 1 - Citizen Involvement

This proposal will be reviewed according to the public hearing process established by the City. Notice of the request will be mailed to affected property owners, published in the newspaper and posted on the property. Public hearings to review and consider the request will be held by the Planning Commission and the City Council. Through the notice and public hearing process all interested parties will be afforded the opportunity to comment on the proposal and participate in the decision. Through these measures the requirements of this Goal will be met.

Goal 2 - Land Use Planning

The Oregon City Comprehensive Plan has been acknowledged to be in compliance with the Statewide Planning Goals. This proposal is made under the provisions of the Plan and its implementing ordinances. A review of the proposal in relation to the Comprehensive Plan Change criteria and the applicable Plan goals and policies is provided in this report. The facts and evidence provided in this report demonstrate compliance with the Plan. By following the requirements of the Plan, providing factual evidence, and demonstrating compliance with the Plan goals and policies, the requirements of this Goal are met.

Goal 3 is not applicable.

o Goal 5 - Open Spaces, Scenic, and Historic Area and Natural Resources is applicable to this request. Caufield Creek has been identified on the National Wetlands Inventory.

Goal 6 - Air, Water and Land Resources Quality

The proposed development will be served by City sewer, water and storm drainage facilities. The City will review the proposal and determine the level of service necessary to provide for the proposed development. The proposed residential use is a relatively low-impact activity that will not have a significant effect upon air, water or land resource quality. The impacts from the proposed use will be similar to the other residential uses in the area. Residential uses in general do not produce unusual types of quantities of waste discharges, or place excessive demands upon the quality of the

air, water or land. All waste discharges will be required to meet applicable City, State or Federal standards for environmental quality. Through these measures the quality of the air, land and water will be maintained or improved, consistent with this Goal.

Goal 7 - Areas Subject to Natural Disasters and Hazards

A part of the property may be affected by the Caufield Creek 100-year floodplain. However, based on the steep bank along the east side of the creek, adjacent to the property boundary, and the relatively level, low ground that borders the west side of the creek, it appears that flood waters would flow westward and very little, if any, of the property is within the floodplain. No buildings will be located within the floodplain, and any proposed structures would have to meet building code regulations for floor elevations, etc. The floodplain, if it is present on this property, would not affect development as proposed.

- o Information has not been submitted to confirm or deny the affect of Caufield Creek on this property.

Goal 8 does not apply.

Goal 9 - Economy of the State

The subject property is current essentially unutilized and does not produce any significant economic benefits to the urban area. The proposed use will benefit the local economy by providing additional housing opportunities for those who work or are attending school in the community. The provision of adequate housing opportunities is essential to local economic growth. This conforms to the Goal directive to provide adequate opportunities for a variety of economic activity. In addition, the residents of the development will patronize local shops and contribute to the commercial economy of the area.

The project will benefit the local, regional and statewide economies by increasing the assessed value of the property, thereby contributing to the tax base that supports public facilities and services. The project will also provide employment for those involved in planning, designing, reviewing, financing, supplying and building the project.

- o The proposed use would possibly benefit the local economy; however, it would displace a proposed area that the City has planned for industrial uses. A provision of this goal requires local government to provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of

industrial and commercial uses consistent with plan policies. The City has identified this property for industrial use. The proposed residential use would place a greater demand on services and return to the City with a lower assessed value than an industrial use. An Industrial designation would provide Oregon City with adequate opportunities for economic activities vital to the health, welfare and prosperity of its citizens.

Goal 10 - Housing

This Goal requires that adequate housing opportunities be provided within the community in terms of housing type, location, density, and price and rent levels. The proposal will fulfill these requirements. The proposal is to provide an apartment housing opportunity for students and for moderate-income households.

o The City's buildable lands for residential use shows that adequate land has been made available for needed housing. The City's urban growth boundary includes a number of available areas such as Country Village Mobile Home Park; Clackamas County Housing Authority, and the recent approvals for expansion of Fernwood Court Apartments and the Beavercourt Apartments.

Goal 11 - Public Facilities and Services

All necessary public services and utilities including water, sewer, storm drainage, streets, fire and police protection, electricity and telephone, and solid waste disposal, are provided in this neighborhood and can be made available in sufficient levels of service to provide for this project.

Goal 12 - Transportation

The property has frontage along Molalla Avenue, a major arterial. A traffic impact analysis has been provided as a part of this application to determine whether street improvements are necessary to accommodate the proposed development and to recommend the types of improvements that may be needed. Molalla Avenue provides a direct route to other facilities and services within the urban area, as well as to the Clackamas Community College campus. On this basis the proposal will be adequately served by transportation facilities.

o Major transportation improvements will be needed to accommodate development of this property, as indicated by the transmittal comments. However, there are concerns regarding the Traffic Analysis which will be addressed under the Comprehensive Plan and Goals section.

Goal 13 - Energy Conservation

New housing must meet building code requirements for energy efficiency. The project will be required to meet all applicable building codes for energy efficiency. The property is in proximity to commercial services located along Molalla Avenue that provide for daily shopping needs, thereby conserving the energy needed to access these services. In addition, the site is adjacent to Clackamas Community College, providing an energy efficient location for students and employees who may live in the development. The project will conserve energy and be energy efficient.

o The applicant has met Statewide Planning Goals 1, 2, 6, and 13. The applicant has not met Statewide Planning Goals 5, 7, 9, 10, and 12 for the reason indicated in each Section. Therefore, this criterion is not met.

Oregon City Comprehensive Plan Goals and Policies

The following goals and policies from the Comprehensive Plan:

Section B - Citizen Involvement

Goal

Provide an active and systematic process for citizen and public agency involvement in the land-use decision-making for Oregon City.

Policies

4. Encourage citizen participation in all functions of government and land use planning.

The applicant states through the notice and public hearing process all interested parties will be afforded the opportunity to comment on the proposal and participate in the decision. Through these measures the requirements of this Goal and Policy will be met.

Section C - Housing

Goal

Provide for the planning, development preservation of a variety of housing types at a range of price and rents.

3. The City shall encourage the private sector in maintaining an adequate supply of single and multiple family housing units. This shall be accomplished by

relying primarily on the home building industry and private sector market solutions, supported by the elimination of unnecessary government regulations.

The Housing Element also contains locational policies. The following policies shall govern the location and siting of new high density housing areas.

a. High Density

High Density districts shall have access to major or minor arterial streets. If not located along a major or minor arterial street, it shall be demonstrated that the capacity and design of the local street system can safely accommodate the estimated vehicular and pedestrian traffic.

High Density districts shall be encouraged in areas where there is a high concentration of facilities and services.

High Density districts may be provided as a buffer between Commercial and Low Density or Medium Density Districts.

High Density districts shall be located in areas where an adequate level of services, including schools, police and fire protection services, are or can be reasonably made available to serve the development.

The applicant states the proposal will implement this Goal by providing multi-family housing for students and moderate-income families at a site that has been recommended for designation for high density use. The proposal will increase the variety of housing opportunities in the community. The site has already been identified for this type of use. On the basis of the type of housing proposed, its intended market and the location, the proposal meets this Goal.

The applicant states: The policy states that the City's reliance on the private sector to maintain an adequate supply of single and multiple family housing. This proposal is made by a private development interest. The specific site is proposed due to its proximity to Clackamas Community College, location along Molalla Avenue, and suitable characteristics to accommodate the type of development proposed. The proposal represents an efficient and economic use of the property. The proposal is a response to the market need for multi-family housing in the community. The proposal conforms to the recommendation of the Plan's 1988 housing element review regarding location of additional high density sites. By proposing a private sector solution to a market demand at a site identified as appropriate in the Plan, the proposal

conforms to this policy.

Policies to govern the location and siting of new high density and medium density housing areas (as adopted by Ordinance 90-1032):

a. High Density

- High Density districts shall have access to major or minor arterial streets: The property has access along Molalla Avenue, a major arterial.

- High Density districts shall be encouraged in areas where there is a high concentration of facilities and services: A variety of commercial, professional and educational facilities and services that can serve the residents of the proposed housing are available to the north along Molalla Avenue.

- High Density districts may be provided as a buffer between Commercial and Low or Medium density districts: This guideline does not apply specifically to this case; however, the site is between Clackamas Community College and the adjacent low density residential lands.

- High Density districts shall be located in areas where an adequate level of services are or can be reasonably made available to serve the development: All necessary services and utility facilities are available at adequate levels to serve the proposed development. The City will specify the service levels and types of facilities necessary to provide for the development prior to issuing development permits.

On the basis of the property's location, characteristics, proximity to facilities and services, and the type of housing to be provided, the proposal conforms to the Plan's locational policies.

The housing element of the Plan showed that ±52.4% of Oregon City households were middle-income households, the single largest category (Plan, p. C-4). The anticipated density of the project is in the lower range of the High Density category. The location is at the south end of the city along a major arterial roadway. Based on the proposed type of housing, its location relative to the urban area, its access along a major arterial street, and its market relative to the predominant income levels of households in the community, the proposal will be consistent with the requirements of this Goal.

The 1988 review of the Comprehensive Plan's housing element identified this location as appropriate for rezoning from low-density to high-density use to satisfy multiple family housing

needs. The recommendation was to designate approximately eight acres for high density use. The net buildable acreage on the proposed site is about ten acres, which is close to the recommendation. No practical purpose would be served by dividing this single ownership between two density designations.

The need for additional multi-family housing opportunities at this time is confirmed by vacancy rate data. The Plan regards vacancy rates as a basic indicator of current market conditions (Plan, p. C-7). According to a multi-family housing vacancy rate survey performed by Apartment Data Center Realtors, a private real estate company in Portland, the overall vacancy rate for multi-family units in the Oregon City-Milwaukie area as of February 1989, was 2.95%. This was based on a survey of 2,165 units. Excluding studio units, the vacancy rate falls to 2% (Exhibit 1). According to vacancy rate data prepared by HUD, the multi-family vacancy rate in March 1989, was 3.62%, based on a survey of 4,478 units (Exhibit 2). These figures represent an extremely low vacancy rate, and the rate is a significant decrease from the vacancy rate of 11.6% recorded in May, 1987. The authors of the Apartment Data Center survey noted that the vacancy rate is the lowest in their 19-year experience in the apartment market.

The current vacancy rate is the minimum considered to be necessary to maintain housing choice and mobility in a community, and below historical levels in Oregon City. As shown by Table VII of the Plan, p. C-7, multi-family vacancy rates in the period 2/77 to 6/80 ranged from 5.56$ to 7.87%. A vacancy rate of at least 4-5% is considered to be necessary in any community, according to the International City Management Association (ICMA), "The Practice of Local Government Planning" (Exhibit 3). The current low vacancy rate exists despite the existing inventory of land designated for multi-family housing, indicating that the designated land is not available, not desirable, or not economically attractive for this type of housing. The Plan relies upon the private sector to determine the type of housing that is needed and where it will be built (Housing Policy No. 3).

The proposal is to provide 200 multi-family units at a site identified in the 1988 Plan review as a location for the High Density designation. By providing multi-family units the proposal will help to fill an immediate housing need. In addition to filling an immediate need, the population of the city is expected to increase during the planning period, which will increase the demand for housing. In 1980, the population within the existing city limits was projected to increase to 20,700 by the year 2000. This is a 26% increase over the Portland State University population estimate of 16,451 of

December 1989. The Plan projected a population of 38,000 by 2000, including the Urban Growth Boundary (Plan, pp. A-1 and C-9). Additional land for high density housing will be necessary to provide for the projected population.

Based on the type of housing proposed, its intended market, the need for multi-family housing as evidenced by the vacancy rate, the location of the property and its relationship to the recommendations of the housing element, the proposals conforms to the requirements.

o The applicant states that the proposal is to provide an apartment housing opportunity for student and moderate income housing. The information submitted would not support the goals and policies because the information submitted only speaks to a general type of multiple-family dwelling which could be applied anywhere or to any community.

o The City has not identified this property for high density residential uses. Due to its proximity to Clackamas Community College, the City and previously Clackamas county have looked to this area for planned industrial use. The City has identified other areas of the community to further assist in meeting the Metro housing rule. The type of housing proposed is available and more has been approved in the community. The intended market-student and moderate income persons have ample opportunities to locate housing within the urban growth boundary. Vacancy rates in and among themselves do not establish a need for multiple-family housing. As previously indicated, the City has recently approved 559+ units for multiple-family

Section F - Natural Resources

The goal of this section is to "Preserve and manage our scarce natural resources while building a liveable urban environment".

Policy 10 - Avoid developments in area of natural disasters and hazards without appropriate safeguards.

o The property is shown on the Wet Soils High Water Table map. The property is shown in an area in which the water table rises within 1.5 feet of the ground surface. Caufield Creek is shown on the National Wetlands Inventory Map.

The applicant has previously addressed this issue as follows:

A part of the property may be affected by the Caufield Creek 100-year floodplain. However, based on the steep bank along

the east side of the creek, adjacent to the property boundary, and the relatively level, low ground that borders the west side of the creek, it appears that flood waters would flow westward and very little, if any, of the property is within the floodplain. No buildings will be located within the floodplain, and any proposed structures would have to meet building code regulations for floor elevations, etc. The floodplain, if it is present on this property, would not affect development as proposed.

o Any development of the property will require a wetland determination that there will be no impact to Caufield Creek or the adjacent wetlands.

Section G. Growth and Urbanization

The goal of this section is to "Preserve and enhance the natural and developed character of Oregon City and its urban growth area".

Policy 1 - Provide land use opportunities within the City and the Urban Growth Boundary to accommodate the projected population increase to the year 2000.

o The applicant has stated in the previous section the development will not affect Caufield Creek; however, there is no evidence to support this statement.

o The property has been identified for future industrial use in the City's draft periodic review order. The property owner had previously requested a change from LR/R-10 to C/C in 1988. PZ-88-01 was denied. The property owner was advised by the Planning Commission that a fee waiver would be possible if their recommendation was followed. The Planning Commission recommendation noted the need for Campus industrial use adjacent to the college. The property is within the urban growth boundary; however, this request is contrary to the City's proposal for this property. The proposed planned industrial area will provide economic opportunities to accommodate the projected population increase to the year 2000. This request will displace the industrial use of the property.

Section I - Community Facilities

Goal

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

Policy 5 - The City will encourage development on vacant

buildable land within the City where urban facilities and services are available or can be provided.

The applicant states that all public facilities and services are available to the proposed property.

Policy 7 - Maximum efficiency for existing urban facilities and services will be reinforced by encouraging development at maximum levels permitted in the Comprehensive Plan and through infill of vacant City land.

The applicant states that based on the location of the property within the city limits, its location adjacent to the college, its frontage on Molalla Avenue, the affect of its physical characteristics and the power lines on development considerations, the surrounding land uses, and the type of housing to be provided and its intended tenants, the proposal would be appropriate.

o The City has planned for the maximum efficiency for existing urban services and facilities. The City has provided other areas with its boundary that are planned and zoned for high density residential. The location adjacent to the College, the physical characteristics of the site and the surrounding land uses do not make it suitable for multiple-family uses.

Section L - Transportation

Goal

Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

The applicant states that the property has frontage along Molalla Avenue, a major arterial. A traffic impact analysis has been provided as a part of this application to determine whether street improvements are necessary to accommodate the proposed development and to recommend the types of improvements that may be needed. Molalla Avenue provides a direct route to other facilities and services within the urban area, as well as to the Clackamas Community College campus. On this basis the proposal will be adequately served by transportation facilities.

The Transportation Master Plan, State Highway Division, and the City indicate that there are problems with transportation information submitted.

o Regarding Comprehensive Plan Goals and Policies, the submittal provides general information about the suitability of the property for the proposed use. while the property does meet the locational policies for new multiple-family areas, the proposal does not meet the following:

- Natural Resource Policy 10 - The extent of wetland area and high water table/wet soils has not been determined.

- Transportation Master Plan - The concerns with the analysis indicate there are problems with transportation that serves the subject property.

o As indicated in the analysis, findings cannot be made that the Comprehensive Plan and Goals Criterion are met by this proposal.

2. Regarding Criteria 2. Is there a public need to be fulfilled by the Change?

The applicant states that there is a public need for additional multi-family housing in the community. The multi-family housing vacancy rate as of February, 1989 was only ±2.9%. This is below the rate that is necessary to maintain choice and rent stability in the local housing market, and represents a significant decrease in vacancies since 1987. The need for additional multi-family housing is a need that will be fulfilled by the proposed change.

There is also a public need to make efficient use of vacant land within the urban area. The Statewide Planning Goals act to limit the extent of urban areas. This results in the need to make maximum efficient usage of those lands that are available for urban development. Multi-family development makes more efficient use of the available urban land than low-density development. This is particularly the case with regard to the development restrictions that affect this property. This proposal will result in a density of ±13 units/acre, and will make the maximum efficient use of the development potential of the site.

On the basis of the documented need for multi-family housing, the need to encourage and provide for housing choice and increased densities, and the need to make use of vacant residential lands to which services can be provided, there is a public need to be fulfilled by the proposed change.

The applicant has submitted materials that indicated Oregon City has a low apartment vacancy rate and that

the low vacancy rate demonstrates the need for the development of new apartments in the area. However, the applicant's information shows a general need for apartments in the Oregon City area. No specific information was submitted to show a specific need for student and moderate income housing. The majority of the available multiple-family residential uses in the City have rents in the low to moderate income range. This is borne out by the submittal information.

Also, as previously indicated, under the Housing Goal the City has made and has available land for multiple-family housing. Therefore, the applicant has not shown a public need exists.

3. Regarding Criterion 3. Is the Public Need best satisfied by the particular change being proposed?

The applicant states that the proposal is to provide housing for students and moderate income households. With regard to housing for students, proximity to Clackamas Community College is essential. The property is located adjacent on the south to the Clackamas Community College campus. It is the last parcel within the city limits at this location. The possibility of a pedestrian way directly to the campus from the property can be explored.

All necessary utility facilities and services are available at adequate levels to serve the proposed use. Access is to a major arterial that leads directly to the campus, to employment locations and to commercial services.

The proposal will make use of an unutilized parcel within the city, which will contribute to the efficient use of urban land and services. The existing inventory of land designated for this type of housing has not fulfilled the need. This project is an opportunity presented by an immediate development interest to build the needed type of housing, consistent with Plan policy.

By making use of vacant urban land, providing a needed type of housing adjacent to a major transportation route, where utility services are available, in proximity to employment sources and commercial services, and adjacent to a major education facility, the public need will be best served by the proposed change.

o The applicant has submitted a statement that demonstrates that the proposal is well suited for multi-family development. The proposal does meet the locational policies for the siting of new multiple-family developments. However, almost any property along a major arterial could. The approval of new

multiple-family area (PZ-89-03, Kronberg; PZ-90-03; Faith and Life Free Methodist Church) show that the City has adequately addressed a need for new multiple-family area. This property was identified to become part of the future Glen Oak Road Industrial Area. Therefore, a public need being best satisfied by the particular change being proposed has not been shown.

4. Regarding Criterion 4 - Will the change adversely affect the public health, safety and welfare?

The applicant states that change should have no adverse effects upon the public health, safety or welfare. The change should benefit the public by providing additional multi-family housing, which is needed at this time. The proposed location has been identified in the Plan as appropriate for the proposed use. A traffic impact study has been submitted to determine the traffic impacts of the proposed use and recommend improvements to accommodate the traffic. Based upon these recommendations there should be no adverse impact upon the public health, safety or welfare.

o Although the applicant has submitted information concerning the impact of this criterion, several questions still need to be answered. The issue of impacts created by the traffic generated and the area affected by the wetland need to be further addressed. A finding cannot be made without further information.

5. Regarding Criterion 5 - Does the factual information base in the Comprehensive Plan support the change?

The 1988 review of the Plan housing element identifies this location to satisfy multiple-family housing needs. This location is specifically recommended for designation from Low Density to High Density. There is a current need for additional multi-family housing, based on vacancy rate data. The Plan recognizes that vacancy rates are a basic indicator of market conditions. In addition, the Plan projects substantial increases in population both within the existing city limits and within the Urban Growth Boundary. The Plan relies upon the private sector to provide solutions to housing needs. Based on these facts and circumstances, the Plan supports the proposed change.

o The factual base in the plan is outdated. The applicant has submitted information which indicates the factual base could support the change with revisions. However, it should be noted that the draft period review order did not specifically list this property. The document outlined a general area, and that recommendation

has been deleted. The factual base does not support the change.

6. Regarding "public necessity and the general welfare" required for a zone change the applicant stated that the request will satisfy the public need for additional multi-family housing. It will be consistent with the need for efficient use of urban land at an appropriate location. It will provide for the general welfare by providing multi-family housing for students and moderate-income households at a location that has adequate access along a major arterial and is in proximity to employment services.

   The applicant further states that as described in previous sections of this report, the proposal conforms to the Housing Goal and Policies, including the guidelines for location of High Density housing. The proposal will be consistent with the Comprehensive Plan map by providing for a type of housing that is in the public interest, at a location that has been selected for this type of use. The proposal offers a private-sector solution to an identified and immediate housing need, consistent with the Plan policy.

   o A finding cannot be made that the public necessity and general welfare are met.

   o In conclusion, findings on Criterion 1, 2, 3, 4, 5, and 6 cannot be made to support this request. Therefore the recommendation is for denial.

3

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Request for Zone Change
33.82 Acres near the Intersection
of S. Central Point Road and
S. Partlow Road and fronting on
S. South End Road, requested by
William and Naomi Parrish, et al - Public Hearing

Report No. 90-300

A request had been submitted by William and Naomi Parrish, et al, for a zone change from "R-10", Single-Family Dwelling District to "R-8", Single-Family Dwelling District for 33.82 acres located near the intersection of S. Central Point Road, S. Partlow Road, and fronting on S. South End Road.

At the November 27, 1990 meeting, the Planning Commission held a public hearing to consider the request. After deliberation, the Planning Commission recommended approval of the zone change request, with the following conditions (unless otherwise specified all conditions are the responsibility of the property owner):

1. That a non-remonstrance agreement to formation of a local improvement district for sewer be signed by the property owners who have not participated in the Central Point L.I.D.

2. Ten Feet (10') of dedication shall be required along S. Central Point Road and S. Partlow Road.

3. That Tax Lot 401 be consolidated with Tax Lot 500 through the City's lot line adjustment procedure prior to submittal of any development permits.

Attached for City Commission review are the staff report and the applicant's submittal.

If the zone change is approved, an ordinance and final order will be prepared for the next available Commission meeting.

CHARLES LEESON
City Manager

DCM/im
attach.
cc: Development Services Director
Planning Division
William Parrish, et al
Tom Tye

ISSUED BY THE CITY MANAGER

The City shall review buffers as part of design review. The City may require setbacks in excess of minimum required setbacks, vegetation, berms, walls, or a combination of those and other buffers or techniques, as necessary to ensure compatibility with adjacent land uses.

Roll Call: Powers, Aye; Winklesky, Aye; Woolsey, Aye; Mulkey, Aye.

☞ File ZC90-03 - Zone Change - intersection of S. Central Point Road and S. Partlow Road and fronting on S. South End Road - William and Naomi Parrish, Don M. Whelden, Paul Reeder, Richard Reiver, Bill Eubanks. Request for Zone Change from Single-Family (10,000 square foot lot size) to R-8 Single-Family (8,000 square foot lot size) for approximately 33.82 acres.

Staff report presented by Denyse McGriff. Rick Givens, representative for the applicants, reported the zoning being requested completes a zoning block; there are no objections to conditions of approval as presented in the staff report.

Tom Tye, Compass Corporation, encouraged approval because he believes R-8 zoning would assist individuals to pay for the work that is going on.

There was no correspondence in favor.

Gordon Mills, 11810 S. Partlow, was present and claimed this is the third time he has testified in opposition to zoning. His opposition is because of increased traffic and school population. McGriff commented there is no requirement for R-8 zoning since no development is at hand; however, that will come in the next stage. Mrs. Cliburn came to the office and was concerned about the same issues as raised by Mr. Mills and will submit information to the City Commission. McGriff read a letter from Cliff Puckett, 11835 Partlow Road, in opposition.

Rebuttal was given by Tom Tye who commented there is no need to have larger lots on which to build larger homes. He believes it is the right zoning for this property, making it affordable for financing and building. He encouraged approval of the request. The public hearing was closed.

It was moved by Winklesky, seconded by Powers, to approve the Zone Change from R-10 Single-Family to R-8 Single-Family with the following conditions:

1. That a non-remonstrance agreement to formation of a local improvement district for sewer be signed by the property owners who have not participated in the Central Point L.I.D.

2. Ten feet (10') of dedication shall be required along S. Central Point Road and S. Partlow Road.

3. That Tax Lot 401 be consolidated with Tax Lot 500 through the City's lot line adjustment procedure prior to the submittal of any development permits.

4. A wetlands delineation, prepared by a qualified wetland biologist or hydrologist, shall accompany the submittal of any application for subdivision or development approval if development is proposed on Tax Lot 901. If development requiring a removal/fill permit is proposed on Tax Lot 901, the applicant shall secure any required permits from the Division of State Lands and the Corps of Engineers and shall comply with any conditions attached thereto.

On discussion, the Chairman believes this zoning would allow the best use for development. Woolsey commented that City has inadequate traffic routes to accommodate additional traffic and thinks Mr. Mills has a valid concern.

Roll Call: Woolsey, Nay; Winklesky, Aye; Powers, Aye; Mulkey, Aye.

This is a recommendation of the Planning Commission and will be heard by the City Commission on December 19.

File VR90-11 - Variance - 103-108-112 Eleventh Street - Tri-County Metropolitan Transportation District (Tri-Met). Request to re-stripe parking lot at the Willamette Building, resulting in a greater number of compact parking spaces than allowed by the Zoning Ordinance.

There were no abstentions from the Planning Commission; however, the City Attorney advised that Tri-Met is one of his clients; therefore, Mark Greenfield departed from the meeting. Staff report presented by Kate Daschel. Daschel reported that Jack Caldwell, representing the property owner, had phoned with his agreement to the staff report as prepared.

The public hearing was opened and Jeff Goodling, representative of Tri-Met, reported the project is ahead of schedule, under budget, and going well. Goodling commented a safer walkway can be provided for the handicapped by this request, with no hardships to any one. Additional handicapped spaces can be provided by the owner.

There was no correspondence either in favor or opposition. The public hearing was closed.

Powers commented that the County could have a second spot signed for the handicapped.

It was moved by Winklesky, seconded by Powers, to approve VR90-11, to allow 11 compact parking spaces, and 12 standard parking spaces at the Willamette Building parking lot

Roll Call: Woolsey, Aye; Powers, Aye; Winklesky, Aye; Mulkey, Aye.

There being no further business, the meeting was adjourned at 11:15 p.m.

CITY OF OREGON CITY

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891

LAND USE APPLICATION FORM

- [xx] ZONE CHANGE
- [ ] PLAN AMENDMENT
- [ ] CONDITIONAL USE
- [ ] MAJOR PARTITION
- [ ] MOBILE HOME PARK/ CONDITIONAL USE
- [ ] PLANNED DEVELOPMENT
- [ ] MINOR PARTITION
- [ ] VARIANCE
- [ ] SITE PLAN/ DESIGN REVIEW

The following is a brief summary of an application that has been received by the Oregon City Planning Division. You may provide written comment on the proposal no later than the indicated date below. Additional information may be obtained at the Planning Division office.

APPLICATION # ZC90-03 (please use this file # when contacting the Planning Division)

APPLICANT'S NAME: William C. Parrish, Naomi A. Parrish, Richard P. Reiver, Bill Eubanks, Don M. Whelden, Paul H. Reeder

PROPERTY OWNER (if different): same

PHYSICAL ADDRESS OF PROPERTY: at corner of Central Point and Partlow Roads

DESCRIPTION: TOWNSHIP 3S 3S RANGE 1E 2E SECTION 12A 7B TAX LOT 300, 1001 401,500,900,901

CLOSEST INTERSECTION: Central Point and Partlow Road

DISTANCE & DIRECTION TO INTERSECTION: at north intersection of Central Point and Partlow Road

SEWER: city sewer ON-SITE DISPOSAL SYSTEM: n/a

PRESENT USE OF PROPERTY:

vacant

PRESENT ZONE: R-10 Single-Family

TOTAL AREA OF PROPERTY: 33.82 acres

PROPOSED LAND USE OR ACTIVITY:

Zone Change from R-10 Single-Family (10,000 square foot lot size) to R-8 Single-Family (8,000 square foot lot size)

LAST DAY TO SUBMIT TESTIMONY:

Tuesday, November 27, 1990

DATE/TIME/PLACE OF PUBLIC HEARING:

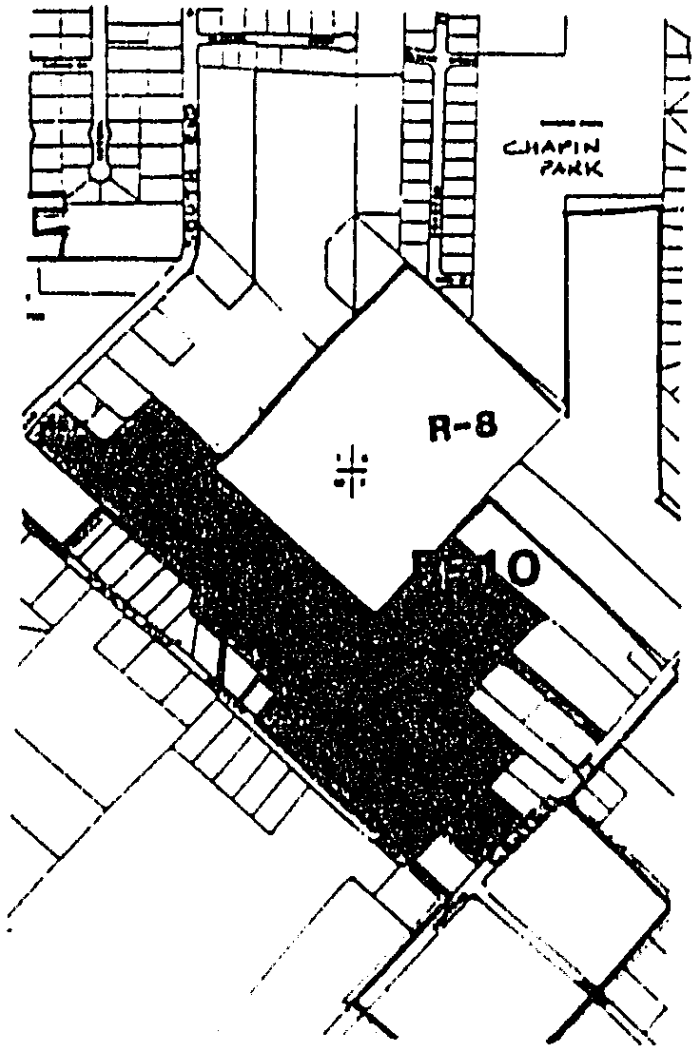
Tuesday, November 27, 1990

7:00 PM

City Hall Commission Chambers

320 Warner Milne Road, Oregon City

MAP LOCATING SUBJECT PROPERTY



MORTGAGEE, LIENHOLDER, VENDOR, OR SELLER: IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO PURCHASER.

NOTICE OF PUBLIC HEARINGS

HEARING DATES:

Oregon City Planning Commission: Tuesday, November 27, 1990; 7:00 PM; City Hall, 320 Warner Milne Road

Oregon City City Commission: Wednesday, December 19, 1990; 8:00 PM; City Hall, 320 Warner Milne Road

Subject: Request for Zone Change

File No.: ZC90-03

Applicant: William C. Parrish, Naomi A. Parrish, Richard P. Reiver, Bill Eubanks, Don M. Whelden, Paul H. Reeder

Owner of Property: Same

Proposal: Zone Change from R-10 Single-Family to R-8 Single-Family

Location: Intersection of S. Central Point Road and S. Partlow Road; property also fronting on South End Road

Site Address: vacant land

Legal Description: Tax Lots 401, 500, 900 and 901, Map 3-2E-7B; Tax Lots 300 and 1001, Map 3-1E-12A

Zoning: R-10 Single-Family Residential District

Planning Division Staff Contact: Denyse C. McGriff (657-0891)

Criteria: Set forth in Section 11-12 of the Zoning Ordinance. A full listing of applicable criteria and standards will be set forth in the staff report, which is available to the public at City Hall seven days prior to the hearing.

Publish Date: November 7, 1990.

The application and supporting documents are available for inspection at the Oregon City Planning Division, City Hall. The staff report also is available for inspection seven days prior to the hearing. Copies of the application and staff report may be obtained in advance of the hearing.

All interested citizens may testify at the public hearing or submit written testimony prior to the hearing. The procedures for conduct of hearings are posted in Commission Chambers.

Pleased be advised that the failure to raise an issue, in person or by mail, with sufficient detail to afford the Planning Commission and the parties an opportunity to respond, precludes appeal of that issue to the Land Use Board of Appeals.

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

STAFF REPORT
PLANNING COMMISSION
November 27, 1990

FILE NO: ZC90-03

HEARING DATE: Tuesday, November 27, 1990
7:00 P.M., City Hall
320 Warner-Milne Road
Oregon City, Oregon 97045

APPLICANT/ PROPERTY OWNER: William and Naomi Parrish
3798 W. Sweetwater Avenue
Phoenix, Arizona 85029

Don M. Whelden
11941 S. Partlow Road
Oregon City, Oregon 97045

Paul Reeder
21050 S. Ferguson Road
Oregon City, Oregon 97045

Richard Reiver
3032 S. E. Laurelwood Drive
Milwaukie, Oregon 97267

Bill Eubanks
19199 S. Central Point Road
Oregon City, Oregon 97045

REQUEST: Zone Change from "R-10" Single-Family to "R-8" Single-Family

LOCATION: Intersection of S. Central Point Road and S. Partlow Road and fronting on S. South End Road, Tax Lots 401, 500, 900, 901, Map 3-2E-7B; Tax Lots 300 and 1001, Map 3-1E-12A

REVIEWER: Denyse C. McGriff

CRITERIA: Section 11-12-1 of the City Code states that a zone change may be approved "whenever public necessity and the general welfare require". Therefore, the criteria for a zone change are:

1. Has the request demonstrated a public need?

2. Does the request satisfy the general welfare?

3. Is the request in compliance with the Comprehensive Plan?

BASIC FACTS:

1. The properties are identified as Tax Lots 401, 500, 900 and 901 on Map 3-2E-7B and Tax Lots 300, and 1001 on Map 3-1E-12A. The properties consist of 33.82 acres. All of the properties except the Eubanks parcel are currently undeveloped. The Eubanks parcel has a residence and some outbuildings on it.

2. The subject properties are zoned "R-10", Single-Family Dwelling District, and designated Low Density Residential on the Comprehensive Plan Map.

3. The surrounding land uses are: North - single-family residences and the Oregon City Drive-In; South - undeveloped land and rural residential uses; East rural residential/single-family dwellings; West - Single-family dwellings.

4. Several properties to the west and north were rezoned to "R-8" in 1989.

5. It should be noted that Tax Lot 401 is a land-locked parcel and has no access.

6. The properties abut S. Central Point Road (60'), S. Partlow Road (40'), and S. South End Road (60').

7. Several of the properties are participating in the Central Point/McCord sanitary sewer project.

8. The applicants' representative has submitted a completed application and burden of proof statement.

9. The following goals and policies from the Oregon City Comprehensive Plan apply to the request.

Housing Element:

Goal: Provide for the planning, development and preservation of a variety of housing types at a range of price and rents.

Policy No. 3: The City shall encourage the private sector in maintaining an adequate supply of single and multiple family housing units.

Natural Resources Element:

Goal: Preserve and manage our scarce natural resources while building a liveable urban environment.

- A wetland has been identified on Tax Lot 901.

Community Facilities Element:

Policy No. 5: The City will encourage development on vacant buildable land within the City where urban facilities and services are available or can be provided.

Policy No. 7: Maximum efficiency for existing urban facilities and services will be reinforced by encouraging development at maximum levels permitted in the Comprehensive Plan and through infill of vacant City land.

ANALYSIS AND FINDINGS:

1. The request for "R-8", Single-Family zoning complies with the properties' Comprehensive Plan designation of Low Density Residential. Section 11-2-5 of the Zoning Ordinance states that "R-10", "R-8", and "R-6" zones correspond to the Low Density Residential Plan designation.

2. The proposed request complies with the Housing Element Goal and Police No. 3, by making available lots that could accommodate a variety of housing types at various rents and prices. The private sector is attempting to maintain an adequate supply of single-family lots for housing.

3. The proposed request complies with the Growth and Urbanization Element Policies by providing for vacant land for development that can be served by public facilities.

4. A wetland has been identified on Tax Lot 901. A development can be designed to preserve the identified natural resource on the property in compliance with the Goal.

5. The proposed request can comply with policies in the Community Facilities element by proposing an "R-8" density which will encourage development through infill of vacant land.

6. The public need and general welfare are addressed as follows:

   a. The properties have been identified for Low Density Residential uses. The average density of development needed for Oregon City is 9.0 units per net buildable area. The subject properties were used in the County density calculations. So, for this area the proposed "R-8" zoning would provide for development approximately equal to what is needed for the year 2009 population growth.

   b. It can be found that the request promotes the general welfare of the community by providing an opportunity for the development of additional housing consistent with the City's goals and policies. A zone change to "R-8" makes subdivision of the property more cost effective for the property owner and will make lots more affordable.

      Services to the property, (i.e. water, sewer, storm drainage) can and are being extended to the property.

CONCLUSIONS AND RECOMMENDATION:

In conclusion, it is found that the request meets the City's zone change criteria. The proposal is consistent with the Comprehensive Plan designation for the property.

It is recommended that the request for Zone Change from "R-10" to "R-8" be approved with the following conditions:

1. That a non-remonstrance agreement to formation of a local improvement district for sewer be signed by the property owners who have not participated in the Central Point L.I.D.

2. Ten feet (10') of dedication shall be required along S. Central Point Road and S. Partlow Road.

3. That Tax Lot 401 be consolidated with Tax Lot 500 through the City's lot line adjustment procedure prior to the submittal of any development permits.

ZONE CHANGE APPLICATION

PARRISH, WHELDEN, REEDER, REIVER & EUBANKS PROPERTIES

CITY OF OREGON CITY

INTRODUCTION

This application involves a request to rezone approximately 33.82 acres of land from R-10 to R-8. The subject property is located at the intersection of Central Point Road and Partlow Road. The property is described as Tax Lots 401, 500, 900, and 901 of Map 3-2E-7B, and Tax Lots 300 and 1001 of Map 3-1E-12A.

The existing comprehensive plan designation for this property is Low Density Residential. No plan change is necessary for this proposed zone change as the R-6, R-8, and R-10 zones are all implementing zones for this plan designation.

This report has been prepared on the behalf of the owners of the above-described properties. This report will demonstrate that this application is consistent with the applicable policies of the Oregon City Comprehensive Plan and the provisions of the Zoning Ordinance.

SITE INFORMATION

The subject property is located to the northwest of the intersection of Central Point Road with Partlow Road. Surrounding land uses are single family residential. This is an area which is undergoing transition from a rural residential pattern of land use to an urban pattern. The area to the south and east of the subject properties is typified by individual homes on large tracts. To the north of this site, however, new subdivisions are being developed at R-8 densities. The proposed zone change will bring the zoning of the subject properties into conformity with this adjacent development pattern so that urban development can continue on these properties.

The subject property slopes gently to the southeast, with a small drainageway passing through the Parrish property.

PUBLIC FACILITIES

1. Sanitary Sewer: A new sanitary sewer line is being installed in Partlow and Central Point Roads as a part of Local Improvement District No. 90-01. This sewer line can provide sewer service to all of the properties included in this zone change application.

Extensions into the individual properties would, naturally, be made at the expense of the developer at the time of development.

2. Water: A new 12 inch water line is being installed in Central Point Road by the City of Oregon City through a Local Improvement District. This water line will have adequate capacity to service the subject properties at the proposed R-8 density of development.

3. Storm Water: The natural storm drainage pattern in this area of the City flows through the drainageway across Tax Lot 901, across Central Point Road, and continues to the southeast. The development of the individual properties within the zone change area would maintain this drainage pattern by providing storm sewer systems which would outfall to this drainageway, in accordance with the City's master plan for storm drainage.

4. Streets: Central Point Road is designated as a minor arterial by the Oregon City Comprehensive Plan. Partlow Road is a collector street. Although these streets are in need of upgrading to urban standards, the proposed density of development for the subject properties is consistent with the existing designation of these streets. Frontage improvements along these streets will be required by the City when the property is developed.

COMPLIANCE WITH COMPREHENSIVE PLAN POLICIES

1. Housing Element:

Goal: Provide for the planning, development and preservation of a variety of housing types at a range of price and rents.

Policy #3: The City shall encourage the private sector in maintaining an adequate supply of single and multiple family housing units.

Comment: The proposed increase in density from R-10 to R-8 is consistent with this goal and policy. Provision of additional housing units in this area will help to off-set the costs associated with the Local Improvement Districts which have brought urban services into this area of the city. This will assist in ensuring that a supply of lots will be available at a reasonable cost for construction of needed single family homes.

2. Growth and Urbanization Element:

Policy #1: Provide land use opportunities within the City and the Urban Growth Boundary to accommodate the projected population increase to the year 2000.

Comment: In 1980, when the subject property was located outside of the city limits of Oregon City, Clackamas County analyzed the UGB to determine densities of development which would be needed in order for the County to provide for anticipated population growth. According to the County's Goal 14, Urbanization report (1980, page 13) 4.84 dwelling units per net acre, or 7,650 square feet per lot, was the average density needed to accommodate future population growth in Low Density Residential areas. The proposed R-8 zoning of this property is consistent with the density of development needed in order to provide for projected growth.

3. Community Facilities Element:

Policy #5: The City will encourage development on vacant buildable land within the City where urban facilities and services are available or can be provided.

Comment: The subject property is vacant and developable. Required public facilities are available to service this area, as previously discussed in this report. Approval of the requested zone change will serve to reduce per unit cost of utilities in this area and, thus, will encourage development within this area.

Policy #7: Maximum efficiency for existing urban facilities and services will be reinforced by encouraging development at maximum levels permitted in the Comprehensive Plan and through infill of vacant City land.

Comment: The applicants are proposing an R-8 density of development, which is consistent with the density of development on the adjacent "Tower Crest" subdivision and on other nearby properties to the northwest of this site. The proposed increase in density of development would provide for a greater number of units making use of existing public facilities, thereby increasing the efficiency of their use. This proposal, therefore, is consistent with this policy.

COMPLIANCE WITH ZONING ORDINANCE PROVISIONS

The Zoning Ordinance does not contain specific criteria for the review of Zone Change proposals. However, Chapter 12, General Requirements (11-12-1), provides two general tests: public need and general welfare. Housing need relates to the provision of adequate amounts of housing at a cost that is affordable to the community. General welfare, in this instance, relates to the impact that increased density of development may have upon the surrounding community.

1. Public Need

As previously discussed, the need for lands for Low Density Residential housing has been projected by Clackamas County during the initial review of the Urban Growth Boundary in 1980. The average density of development needed for the County as a whole on these Low Density lands was 4.84 dwelling units per net acre. This equates to an average lot size in all residential zones of 7,650 square feet when street dedication is subtracted. Although Oregon City has now taken responsibility for the land use planning for the subject properties as well as the surrounding urban lands outside of its city limits, the requirement remains that this density of development must be achieved if the overall growth projections for Clackamas County are to be met. Thus, as properties are annexed to the City, a greater density of development will be needed than can be afforded by R-10 zoning. The proposed R-8 zoning on this site will provide for an average density of development approximately equal to that needed to satisfy projected population growth.

2. General Welfare

The proposed zoning of the subject property is consistent with providing for the general welfare of the citizens of the city. Public facilities and services are adequate in this area of the city to provide for an R-8 density of development. There are no significant physical limitations on the site which would otherwise warrant a lower density of development. Further, the proposed density is consistent with contiguous zoning to the north of this site. Central Point Road and Partlow Road form a natural dividing line between R-8 and R-10 zoning. The proposed zone change is consistent with this natural zoning line.

CONCLUSION

The criteria for a Zone Change from R-10 to R-8 for the subject properties have been demonstrated to be satisfied. The requested designation will allow the development of needed smaller residential lots providing affordable housing options to the residents of the city. All necessary public facilities and services are available to serve the site. For these reasons, approval of this application is requested.

5

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Request for Street Vacation - Pierce Street, between Division Street and 8th Street - Public Hearing

Report No. 90-301

A request for street vacation has been submitted by the Oregon City Church of the Nazarene. The street requested for vacation is Pierce Street, between Division and 8th Street. The vacation is requested so that the church can consolidate their properties and consider expansion of church facilities and services at their present location.

On November 7, 1990, the City Commission adopted Resolution No. 90-76, which initiated vacation proceedings, and set the date of public hearing for Wednesday, December 19th, at 8:00 PM.

To consider vacation of dedicated rights-of-way, the City Commission evaluates the following criteria:

1. There is no present or future public need for the street.
2. The vacation is in the best public interest.
3. There would be no impacts to adjacent properties.
4. Consent of adjacent property owners.

These criteria are addressed as follows:

1. <u>There is no present or future public need for the street.</u> The street requested for vacation is Pierce Street between Division Street and 8th Street. The portion of Pierce Street requested for vacation is located in the Clackamas County Addition to Oregon City, which was platted in 1850. The street is improved to a width of approximately 26 feet, with no curbs or sidewalks. The Nazarene Church owns all abutting property to the portion of the street requested for vacation. The request for vacation has been reviewed by City departments and private utilities. Comments received are as follows:

<u>Building Official</u>: No conflicts.

<u>City Engineer</u>:

A) Existing Use: Pierce Street in this location is built to a rural standard with very low use - 170 vehicles/day (see traffic count dated November 8/9, 1989). Applicant owns property on both sides of proposed vacation.

Subject: Request for Street Vacation - Pierce Street, between Division Street and 8th Street - Public Hearing

Report No. 90-301

B) Existing Utilities: An existing waterline and gas line exist in Pierce Street.

C) Vacation Benefit: Vacation of the street would provide more parking for the applicant, and decrease use of neighborhood on-street parking.

D) Recommend vacation with the following conditions:

1) Retain general utility easement;
2) Approval from emergency services - fire, police.
3) Applicant to construct commercial driveway approaches at both ends of vacated street, and/or submit a parking plan for approval and implementation.

Development Services Director: Recommend approval, if emergency services have no need for the street. Retain easements for any utilities, including private utilities. Reconstruct curb returns to standard driveway approach.

Fire Department: No conflicts.

Police Department: No conflicts.

Public Works: An easement would need to be retained to maintain all underground utilities, including water, storm and gas lines.

Northwest Natural Gas: Facilities are located within the proposed vacation area. Request that an easement be provided protecting facilities for right-of-access, repair, and/or replacement and requiring that no structure be built or erected within a distance of 10 feet from the centerline of said facilities.

U.S. West Communications: No conflict.

Subject: Request for Street Vacation - Pierce Street, between Division Street and 8th Street - Public Hearing

Report No. 90-301

The applicant states that their property and adjacent properties are fully accessible by other surrounding streets. Church representatives have contacted surrounding residents and property owners, and have submitted a summary of responses.

A traffic count was conducted by City staff in November of 1989. The count shows that Pierce Street between Division and 8th Street has very low use. The traffic count is attached. Please note that the majority of traffic occurred between 7:00 and 9:00 PM, during church activities.

In conclusion, there has been no substantive need identified for continued vehicular use of Pierce Street for the general public. The majority of vehicles using the street are church-related. A need to retain utility easements has been identified, because there are underground water and gas lines.

2. <u>The vacation is in the best public interest</u>. The applicant has identified several benefits from the requested vacation. They state that additional parking for the church will decrease the number of cars which currently use on-street parking in the neighborhood. Other benefits identified are greater security and safety for people walking between the church buildings and the parking areas, and greater flexibility for the church in planning expansion of their facilities. These items are not necessarily a public benefit, but can be considered in the public interest because they would increase pedestrian safety, and would afford a growing church community the ability to remain at their existing location. The applicant notes that their congregation has been in Oregon City for 60 years. During that time, the congregation has had several building expansions, the most recent in 1973. The church is currently studying its growth and expansion of facilities. Pierce Street places major constraints on the church's ability to expand, due to setback requirements for corner lots. Vacation of the street would allow greater flexibility in planning expansion. The applicant has submitted a concept site plan and perspective of possible building additions. The church is <u>not</u> requesting approval of the expansion at this time; any church expansion would require a conditional use permit. In conclusion, the Commission can find that the vacation is in the public interest because it would reduce on-street parking in the neighborhood, increase pedestrian safety for church users, and allow greater flexibility for the church in developing expansion plans.

Subject: Request for Street Vacation - Pierce Street, between Division Street and 8th Street - Public Hearing

Report No. 90-301

3. There would be no impacts to adjacent properties. The applicant is the property owner on both sides of Pierce Street. Vacation would not reduce or impact development potential for surrounding properties. Emergency services (fire and police) have indicated that vacation of the street would not impact their operations or ability to provide services. Staff finds that the vacation will not have a negative impact on adjacent properties. However, the Commission will need to hear any testimony at the public hearing before making a complete finding on this criterion.

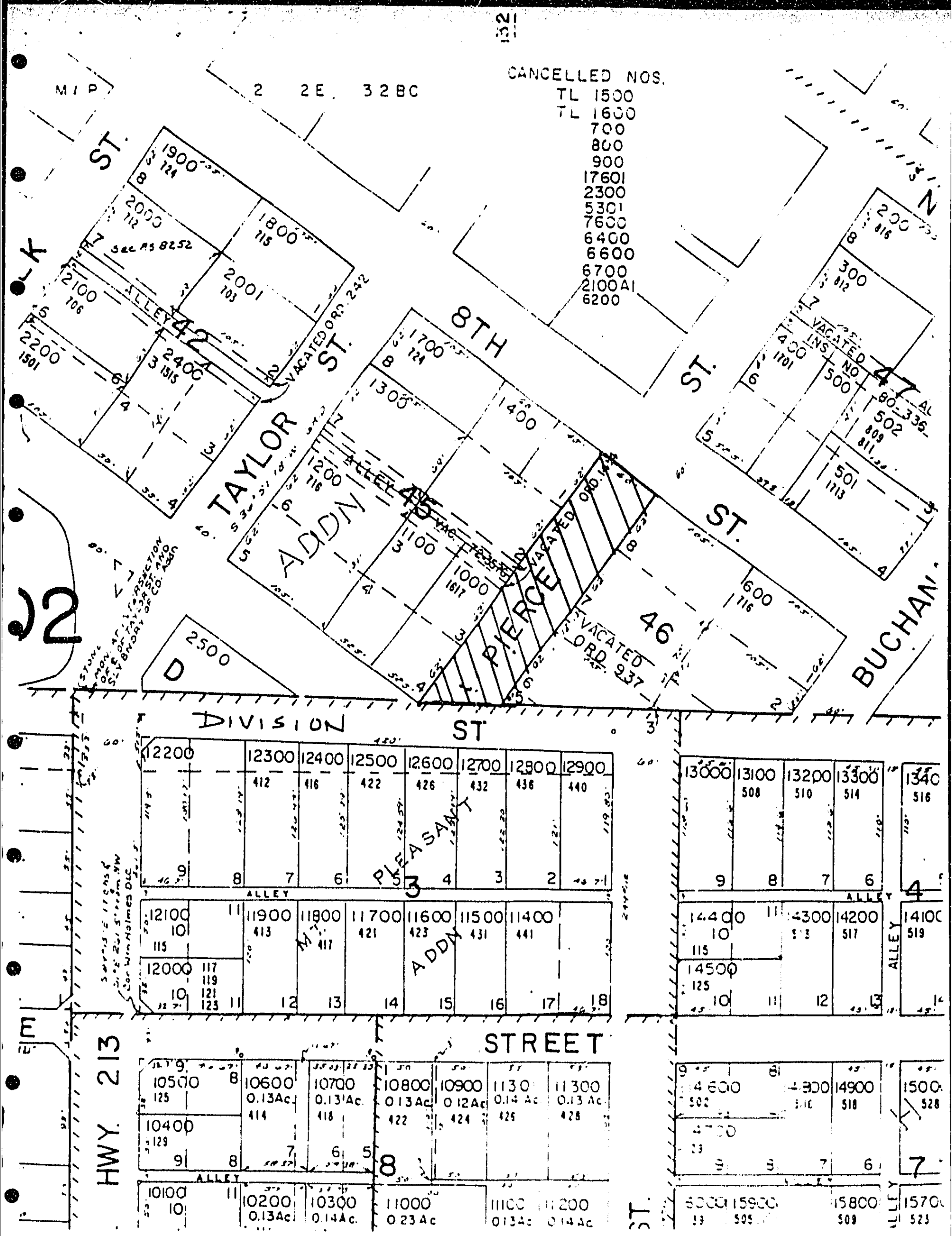
4. Consent of adjacent property owners. The Church of the Nazarene is the property owner on both sides of Pierce Street and is the applicant. Representatives of the church have also spoken with neighboring properties; sixteen (16) owners or occupants have consented to the vacation. A summary of contacts made with neighboring properties was submitted by the church.

In conclusion, staff finds that the request to vacate Pierce Street meets the criteria, and recommends approval of the vacation, with conditions that a general utility easement be retained within the vacated right-of-way; and that the property owner construct commercial driveway approaches at both ends of the vacated street, and/or submit a parking plan for approval and implementation. (Note: expansion of the parking lot or other church facilities requires a conditional use permit.)

Attached for Commission review is the application for street vacation submitted by the Oregon City Church of the Nazarene. If the Commission approves the vacation, an ordinance will be prepared for a future meeting.

CHARLES LEESON
City Manager

cc: Development Services Director
Planning Division
Dwight Douglas, Church of the Nazarene; PO Box 229, Oregon City


CANCELLED NOS.
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8TH ST.
TAYLOR ST.
ALLEY 42
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PIERCE ST.
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VACATED ORD. 937
VACATED INS NO 500
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DIVISION ST
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APPLICATION TO THE CITY OF OREGON CITY
FOR THE VACATION OF A PORTION OF PIERCE STREET

OREGON CITY CHURCH OF THE NAZARENE
716 Taylor Street * P.O. Box 229
Oregon City, Oregon 97045
(503) 656-5536

LIST OF CONTENTS

Application -- Street/Alley Vacation

Introductory Letter

Petition for Vacation of a Portion of Pierce Street

Vehicle Volume Summary

Summary of Discussions with Neighbors

Signed Consent Forms

Report of a Conversation with Northwest Natural Gas

Parking Analysis -- June, 1990

Parking Analysis -- September, 1990

Letter from Willamette Urological Clinic

Site Plan (proposed) -- five (5) copies

Bird's-Eye Perspective (proposed) -- five (5) copies

APPLICATION
STREET/ALLEY VACATION

Date 10/11/90

No. _____

Fee/Receipt No. #04552

Property Owner/Authorized Agent Church of the Nazarene, Dwight Douglas, Senior Pastor

Address 715 Taylor Street P.O. Box 220

Oregon City, OR 97045 Telephone (503 656-8530

Location of Property to be Vacated That portion of Pierce Street between Tom and Dan Streets

See the attached petition for the legal description.

Note: Legal description of property must be attached. The application shall be accompanied by a fully dimensioned accurate and legible site plan, drawn to scale.

Reason for Street Vacation and Proposed Use See attached petition and introductory letter.

A vacation shall be granted only in the event that all of the following conditions exist:

(a.) There is no present or future public need for the street or alley.

b. The vacation is in the best public interest.

c. There would be no impacts to adjacent properties.

d. Consent of adjacent property owners.

Explain how proposed vacation complies with above conditions: See attached petition.

(Attach addendum, if additional space is needed.)

We, the undersigned, request the above described street/alley vacation:

Dwight Douglas 10/10/90
Signature Date
Sr. Pastor

Signature 10/10/90
Date
See.

Signature Date

Signature Date

THE COMMISSION OF THE CITY OF OREGON CITY

COUNTY OF CLACKAMAS, STATE OF OREGON

In the Matter of the Vacation of a portion of Pierce Street located between 8th Street and Division Street in the City of Oregon City.	PETITION FOR VACATION OF A PORTION OF PIERCE STREET

TO: THE COMMISSION OF THE CITY OF OREGON CITY, OREGON

Comes now Oregon City Church of the Nazarene, an Oregon nonprofit corporation, and petitions the Commission of the City of Oregon City, Clackamas County, Oregon, as follows:

I.

The petitioner is the owner of real property abutting a portion of Pierce Street which street portion is situated in the City of Oregon City, State of Oregon, more particularly described as follows:

> A tract of land in the City of Oregon City, Clackamas County, Oregon, beginning at a point at the most northerly intersection of the right-of-way of Pierce Street and 8th Street, then proceeding southerly along the westerly right-of-way line of Pierce Street to its point of intersection with the right-of-way line of Division Street, thence proceeding easterly along the line constituting the boundary of the right-of-way of Division Street and Pierce Street to a point at the most easterly interesection of the right-of-way of Division Street and Pierce Street, thence northerly along the easterly right-of-way line of Pierce Street to its interesection with the right-of-way of 8th Street, thence westerly along the boundary line of the right-of-way of Pierce Street and 8th Street to the point of beginning.

\\\

HUTCHISON HAMMOND WALSH HENNOCH & DARLING
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
[illegible] WILLAMETTE DRIVE P.O. BOX [illegible]
WEST LINN, OREGON 97068
(503) 656-1644

II.

The petitioner desires the Commission by Resolution to call for a hearing for the purpose of vacating the above described portion of Pierce Street; said vacation subject to the right of the City and public and private utilities to maintain, repair and replace existing water, sewer, electrical and gas lines lying within that portion of Pierce Street proposed to be vacated. The petitioner further represents as follows: (a) That there is no present or future public need for that portion of Pierce Street proposed to be vacated. The petitioner owns all abutting property to that portion of Pierce Street proposed to be vacated. The petitioner's property and adjacent properties are fully accessable by other street access. Adjacent property owners and residents who are nonabutting to that portion of Pierce Street proposed to be vacated have executed thier consents to this petition which are attached hereto. (b) The vacation is in the best public interest. It would allow the petitioner to fully develop its properties on both sides of the portion of Pierce Street proposed to be vacated so that petitioner may better service its parishiners and also provide additional off street parking to minimize parking conflicts with neighboring residents. (c) There would be no impacts to adjacent properties as petitioner owns all abutting property, and adjacent properties have a variety of other public access to their residences. (d) The consent of petitioner as the only abutting property owner is attached.

HUTCHISON HAMMOND WALSH HENDSON & DARLING
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
21700 WILLAMETTE DR. P.O. BOX
WEST LINN, OREGON
(503) 656-

III.

WHEREFORE, Petitioner prays for a Resolution of the Commission calling for a public hearing for the purpose of considering the vaction of that portion of Pierce Street as hereinabove described.

OREGON CITY CHURCH OF THE NAZARENE,
an Oregon nonprofit corporation

By: Dwight Douglas, Sr. Pastor

HUTCHISON HAMMOND WALSH HERNDON & DARLING

City of Oregon City
Development Services Department
320 Warner Milne Road
Oregon City, OR 97045

To Whom It May Concern:

For sixty years the Oregon City Church of the Nazarene has had a significant presence within this community. During that time several building expansions have occurred due to the growth of the congregation, the latest of which was in 1973 when the present sanctuary was completed. The continual growth which is being experienced today dictates that further expansion of facilities and parking be pursued immediately. It is the desire of the church, whose roots are firmly established in Oregon City, to proceed with plans for expansion at the present site rather than to relocate. The first step we must take is to determine if adequate space is available for expansion. We do, therefore, request that the City Planning Commission review and adopt the attached petition for the vacation of that portion of Pierce Street between 7th and 8th Streets which lies between our present facility and our main parking lot.

The vacation of Pierce Street will provide several benefits:

(1) The added available parking area will decrease the numbers of cars which currently use street parking in the neighborhood.

(2) There will be greatly enhanced security and safety for those people who worship in our facilities and who must walk between the building and the parking area.

(3) The additional space will allow for adequate room to construct the proposed buildings for our facility expansion.

After conversations by representatives of our congregation with Kate Daschel, Assistant Planner for the City of Oregon City, regarding the vacation of Pierce Street, the following steps have been taken:

(1) Discussions with Kate indicate there is a water line which extends down Pierce Street. We have no plans which would infringe on the required easement.

(2) Discussion has been held with Jack Lynch of the Oregon

City Fire Department pertaining to the vacation of Pierce Street. His evaluation of the situation was that this action would have no negative impact on fire protection in the adjacent residential area.

(3) A traffic count has been completed by the City of Oregon City on the portion of Pierce Street under discussion. A copy of this report is attached.

(4) Representatives of our church have spoken with our neighbors regarding this matter. Sixteen (16 owners or occupants have signed consent forms. A summary of all contacts and the signed consent forms are attached.

(5) A representative of our church has discussed this proposal with Northwest Natural Gas. A summary of this conversation is attached.

(6) A self-study has been done of the number of cars we presently accommodate on a Sunday morning. Over one-third of our people presently park on the street. The vacation of Pierce Street and its conversion to off-street parking will greatly alter this percentage. This will be a real benefit to the neighborhood. In addition, it will create a much safer situation for all those who walk between the church building and the parking lot.

(7) Permission has been received from the Willamette Urological Clinic to use its parking lot on Sundays to assist with the parking situation. This letter is attached.

(8) Included with this packet of materials are a site plan and bird's-eye perspective of proposed building additions. We are not presently seeking a conditional use permit or a building permit. These drawings are included merely as a suggestion of how we might seek to develop our property once Pierce Street is vacated.

On behalf of the membership, Church Board, and ministerial staff of the Oregon City Church of the Nazarene, I express our sincere appreciation for you consideration of our petition.

Sincerely,

Dwight Douglas

Dwight Douglas
Senior Pastor

Automatic Count

Day WEDNESDAY Date NOVEMBER 6/0 1985 COUNTER 216

Location DEXTER STREET BETWEEN 7TH & 8TH STREET

TIME	A. M.			P. M.		
	[illegible]	WEST	SOUTH	[illegible]	WEST	SOUTH
15	0	0	0		1	
30				2	0	2
45				6	4	2
1						1
15				2		2
30					0	1
45				2	0	2
2				0	0	0
15				2	3	1
30					1	
45				1		1
3				6	3	3
15				6	1	5
30				3	2	1
45				2	1	1
4				3	0	3
15				3	1	2
30				0	0	0
45				3	1	2
5				2	1	1
15				1	0	1
30				0	0	0
45				2	2	2
6						0
15				2	0	2
30				0	0	0
45				4	0	4
7				24	15	9
15				6	1	5
30	1	1	1	4	3	1
45	2		1	3	2	1
8	2		1			0
15	1	0	1	4	3	1
30	0	0	0	14	10	4
45	0	0	0	11	1	6
9	2	0	2	0	0	0
15	5	3	2	0	0	0
30	0	0	0	0	0	0
45	0	0	0	0	0	0
10	2	1	1	6	0	3
15	3	3	0	1	1	1
30	9	4	5	0	0	0
45	1	0	1	1	0	1
11	1	0	1	1	0	1
15	0	0	0	1	1	0
30	2	1	1	0	0	0
45	2	2	1	0	0	0
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	HOUR TOTAL					
16	HOUR TOTAL		EXPAC			
24	HOUR TOTAL					

[illegible] 11 94

SUMMARY OF DISCUSSIONS WITH NEIGHBORS

BLOCK #	LOT #	STREET ADDRESS	RESPONSE
3	12200	Division St	No structure
3	12300	412 Division St	Occupant Signed Consent Form
3	12400	416 Division St	Owner Signed Consent Form
3	12500	422 Division St	Owner Signed Consent Form
3	12600	426 Division St	Occupant Signed Consent Form
3	12700	432 Division St	Owner Signed Consent Form
3	12800	436 Division St	Occupant Signed Consent Form
3	12900	440 Division St	No Conversation; Vacant?
4	13000	Division St	No Structure
4	13100	508 Division St	Occupant Signed Consent Form
4	13200	510 Division St	Owner will not sign document
4	13300	514 Division St	Occupant Signed Consent Form
44	13000	824 Taylor St	Undecided
44	13100	820 Taylor St	Owner Signed Consent Form
44	13200	816 Taylor St	Owner Signed Consent Form
44	13300	1612 Ninth St	Occupant Signed Consent Form
44	13400	1620 Ninth St	Opposed
44	13500	811 Pierce St	Owner Undecided
44	13600	812 Taylor St	Owner Signed Consent Form
44	13700	804 Taylor St	Owner Signed Consent Form
44	13800	1611 Eighth St	Property Owned by the Church
45	1700	724 Taylor St	Owner Signed Consent Form
The remainder of Block 45 is owned by the Church.			
Block 46 is owned by the Church.			
47	100	1714 Ninth St	Undecided
47	200	816 Pierce St	Opposed
47	300	812 Pierce St	Owner Signed Consent Form
47	400	1701 Eighth St	Undecided
47	500	Eighth St	No Structure
47	501	1713 Eighth St	Occupant Signed Consent Form
47	502	809/811 Buchanan	No Conversation
47	???	817 Buchanan St	Undecided

SUMMARY

16	Signed Consent Forms
2	Opposed
1	Not Opposed, But Would Not Sign Consent Form
5	Undecided
2	No Conversation with Owner/Occupant
3	Lots With No Structure
29	Total Number of Properties Surveyed

OREGON CITY CHURCH OF THE NAZARENE PIERCE STREET ASSOCIATION

REPORT OF A CONVERSATION WITH NORTHWEST NATURAL GAS

Keith Schwanz, Associate Pastor, talked with a representative of Northwest Natural Gas in March, 1990. There is a natural gas line which runs down Pierce Street about 8 feet from the west boundary. This gas line services four buildings: two buildings owned by Oregon City Church of the Nazarene, one house owned by the church (1611 Eighth Street), and one other residence (1713 Eighth Street). Each of these buildings is near another gas line, so the line in this portion of Pierce Street might be abandoned without disrupting service. We have no plans, however, which would infringe on the required easement.

OREGON CITY CHURCH OF THE NAZARENE PIERCE STREET VACATION

PARKING ANALYSIS -- JUNE, 1990

	6/3	6/10	6/17	6/24	AVE
A.M. Attendance	318	332	293	289	308
PARKING LOTS					
Church Owned (Cap. 90)	70	69	55	63	65.5
*Clinic (Cap. 15)	14	13	13	15	13.75
Subtotal (Cap. 105)	84	82	68	68	75.5
STREET PARKING					
Taylor Street	19	19	19	16	18.25
Seventh Street	9	9	8	7	8.25
Eighth Street	9	9	10	10	9.5
Pierce Street	12	11	11	11	11.25
Subtotal	49	48	48	44	47.25
TOTAL CARS	133	130	116	112	122.75
Persons per Car	2.39	2.55	2.52	2.58	2.51

OBSERVATIONS

1. We averaged 122 cars in June, 1990. This is 32 more cars than we can accommodate in our parking lots. This is 17 more cars than we can accommodate in our parking lots and the clinic parking lot.

2. 38% of the cars of people attending our services in June, 1990, were parked on streets.

*See the enclosed letter from Willamette Urological Clinic.

PARKING ANALYSIS -- SEPTEMBER 1990

	9/9	9/16	9/23	9/30	AVE
A.M. Attendance	375	348	324	353	350
PARKING LOTS					
Church Owned (Cap. 90)	70	84	58	66	69.5
*Clinic (Cap. 15)	15	14	9	12	12.5
Subtotal (Cap. 105)	85	98	67	78	82
STREET PARKING					
Taylor Street	19	19	15	18	17.75
Seventh Street	9	9	9	9	9
Eighth Street	9	9	11	9	9.5
Pierce Street	15	11	11	12	12.25
Subtotal	52	48	46	48	48.5
TOTAL CARS	137	146	113	126	130.5
Persons per Car	2.73	2.38	2.86	2.8	2.69

OBSERVATIONS

1. We averaged 130 cars in September, 1990. This is 40 more cars than we can accommodate in our parking lots. This is 25 more cars than we can accommodate in our parking lots and the clinic parking lot.

2. 37% of the cars of people attending our services in September, 1990, were parked on streets.

*See the enclosed letter from Willamette Urological Clinic.

OREGON CITY CHURCH OF THE NAZARENE PIERCE STREET LOCATION

Willamette Urological Clinic, P.C.
John J. Wedge, M.D.

1515 Seventh Street, Suite B
Oregon City, Oregon 97045
(503) 655-7191

10202 SE 32nd Avenue, #70-
Milwaukie, Oregon 97222
(503) 654-3409

May 24, 1990

Keith Schwanz
Associate Pastor
Oregon City Church of the Nazarene
7th and Taylor
P.O. Box 299
Oregon City, OR 97045

RE: Parking Facilities

Dear Pastor Schwanz:

The parking lot which is owned and maintained by the Smith/Wedge building has been happy to accommodate any parking that your church has needed. We will continue to make our parking lot available to your church facility at times when our clinic is not open and of course on week-ends. This is an open ended invitation and unless there are some changes in the make up of the Smith/Wedge building, I cannot for see any problem in the future with your continued use of the parking lot.

Hope this explains our position for you and for the city planning office.

Sincerely,

John J. Wedge, M.D.

JJW/lw

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED
December 19, 1990

1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Page

Subject: Ordinance No. 90-1062, Adopting the Downtown/North End Urban Renewal Plan - Public Hearing

Report No. 90-303

On the December 19, 1990 City Commission agenda is an Ordinance that adopts the Downtown/North End Urban Renewal Plan and makes certain findings and determinations. A copy of the Renewal Plan and Report is attached for Commission review.

As the Commission recalls, it adopted an amendment to the City's Hilltop Renewal Plan in August that removed the downtown area from the plan. At the time the Commission directed that a new plan for downtown be prepared. This plan has now been prepared and is ready for a final public hearing and adoption.

The Plan was prepared by the City's Urban Renewal Agency with the assistance of the Agency's Citizen Advisory Committee and the City's Planning Commission. Numerous work shops and public hearings were held. At each stage of the plan preparation process comments were made and incorporated into the plan.

The Planning Commission held a public hearing on November 27, and have recommended approval with the finding that the Renewal Plan is in conformance with the City's Comprehensive Plan. Attached is the Planning Commission staff report and recommendation for Commission review. The Urban Renewal Agency held two public hearings; one on November 28 and the other on December 12. Modifications were made to the Plan based on public testimony at each hearing. The Agency is scheduled to approve the Renewal Plan at a special meeting to be held December 19 prior to the City Commission meeting.

Notice of proposed Ordinance No. 90-1062 was posted at City Hall, 320 Warner-Milne Road; Courthouse, 807 Main Street; and, Senior Center, 615 Fifth Street, by direction of the City Recorder. It is recommended that first and second readings be approved, for final enactment to become effective January 18, 1991.

CHARLES LEESON
City Manager

JGB/im

attach.
cc: Development Services Director
Charles Kupper & John Spencer, Project Consultants

ISSUED BY THE CITY MANAGER

N O T I C E

NOTICE IS HEREBY GIVEN that proposed ORDINANCE NO. 90-1062 of the City of Oregon City, Clackamas County, Oregon, three copies of which are available for public inspection at the office of the City Recorder, 320 Warner Milne Road, Oregon City, Oregon.

Said Ordinance will be considered by the City Commission at its meeting on the 19th day of December, 1990, at the hour of 8:00 o'clock p.m. The title of said Ordinance is as follows:

AN ORDINANCE ADOPTING THE DOWNTOWN OREGON CITY/END OF THE TRAIL URBAN RENEWAL PLAN AND MAKING CERTAIN FINDINGS AND DETERMINATIONS.

POSTED this 12th day of December, 1990, by direction of the City Recorder. Places of posting are as follows:

1. City Hall, 320 Warner Milne Road, Oregon City, Oregon.
2. Courthouse, 807 Main Street, Oregon City, Oregon.
3. Senior Center, 615 5th Street, Oregon City, Oregon.

JEAN K. ELLIOTT, City Recorder

DO NOT REMOVE PRIOR TO DECEMBER 20, 1990

ORDINANCE NO. 90-1062

AN ORDINANCE ADOPTING THE DOWNTOWN/NORTH END URBAN RENEWAL PLAN AND MAKING CERTAIN FINDINGS AND DETERMINATIONS:

OREGON CITY DOES ORDAIN AS FOLLOWS:

Section 1. The Renewal Agency of the City of Oregon City, has caused to be prepared and submitted to the City Commission for review and approval pursuant to the provisions of ORS 457, an urban renewal plan amendment entitled Downtown/North End Urban Renewal Plan, hereinafter referred to as "Urban Renewal Plan No. 2", a copy of which is on file with the City Recorder and a copy of which is attached hereto as EXHIBIT A and incorporated by reference as if fully set forth herein.

Section 2. After proper public notice, the Planning Commission held a public hearing on Urban Renewal Plan No. 2 on November 27, 1990 and forwarded their recommendation to the City Commission. A copy of the staff report is attached hereto as EXHIBIT B and incorporated by reference as if fully set forth herein.

Section 3. After proper public notice the City Commission held a public hearing on Urban Renewal Plan No. 2 on December 19, 1990, and considered the recommendation from the Planning Commission and the public testimony presented.

Section 4. After full consideration, the City Commission makes the following determinations and findings;

a) The Urban Renewal Plan No. 2 area is blighted and its rehabilitation and redevelopment is necessary to protect the public health, safety and welfare of the City.

b) The Urban Renewal Plan No. 2 conforms with the Comprehensive Plan of the City as a whole and provides an outline for accomplishing the projects proposed.

c) Urban Renewal Plan No. 2 provides for the acquisition of specific parcels of real property and the displacement and relocation of persons and housing, necessary to carry out the Amendment.

d) Adoption and carrying out of Urban Renewal Plan No. 2 is economically sound and feasible.

e) The City will assume and complete all activities prescribed for it by Urban Renewal Plan No. 2.

Section 5. Urban Renewal Plan No. 2 is hereby approved and the City

Section 5. Urban Renewal Plan No. 2 is hereby approved and the City Recorder is directed to publish notice of adoption of the Ordinance in the Enterprise-Courier in accordance with ORS 457.095.

Read first time at a regular meeting of the City Commission held on the 19th day of December, 1990, and the foregoing ordinance was finally enacted by the City Commission this 19th day of December, 1990.

JEAN K. ELLIOTT, City Recorder

ATTESTED this 19th day of December, 1990.

_____

DAVID D. SPEAR, Mayor

ORDINANCE NO. 90-1062
Effective Date: January 18, 1991

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES DEPARTMENT
Planning, Building, Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

REVISED
STAFF REPORT
OREGON CITY PLANNING COMMISSION
November 27, 1990

FILE NO:	URPA-90-02
HEARING DATE:	Tuesday, November 27, 1990 7:00 p.m., City Hall 320 Warner-Milne Road Oregon City, Oregon
APPLICANT:	City of Oregon City Urban Renewal Agency 320 Warner-Milne Road Oregon City, Oregon
REQUEST:	Create a new Urban Renewal Plan and District Boundary for the Downtown/End of the Trail Area.
REVIEWER:	Denyse C. McGriff
CRITERIA:	ORS 457.095 outlines the approval of the Urban Renewal Plan by Ordinance and the contents of that ordinance. "The ordinance shall include determinations and findings by a the governing body that: (1) Each urban renewal area is blighted; (2) The rehabilitation and redevelopment is necessary to protect the public health, safety, or welfare of the municipality; (3) The urban renewal plan conforms to the comprehensive plan and economic development plan, if any, of the municipality as a whole and provides an outline for accomplishing the urban renewal projects the urban renewal plan proposes; (4) Provision has been made to house displaced persons within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or handicapped individuals, without

displacing on priority lists persons already waiting for existing federally subsidized housing;

(5) If acquisition of real property is provided for, that it is necessary;

(6) Adoption and carrying out of the urban renewal plan is economically sound and feasible; and

(7) The municipality shall assume and complete any activities prescribed it by the urban renewal plan. (1979 c621 §3)"

BASIC FACTS:

1. The City of Oregon City originally approved the Oregon City Downtown Renewal Plan on December 14, 1983.

2. The Urban Renewal Area contained 339.2 acres and consisted of two non-contiguous areas: An area located parallel to the Willamette River which includes the Downtown Core and the upper or hilltop area of Oregon City.

3. The Planning Commission approved URPA 89-01 in September 1989. That amendment (the first) added 67 acres to the hilltop area of the urban renewal plan.

4. The Planning Commission approved URPA 90-01 in August 1990. That amendment (the second) removed the downtown area from the District and created a separate district for the hilltop area containing 189.90.

5. The purpose of the District is as follows:

   a. Assist in preparing plans, comprehensive plan amendments and zoning changes in order to implement the End of the Oregon Trail Center Plan and related tourist commercial developments. When these plans and amendments are approved, amend this urban renewal plan to include project activities in support of these plans and amendments.

   b. Direct short-term (0-5 years) public investments into areas with the greatest development and redevelopment potential. These areas are the End of the Trail, and Lagoon/Waterfront Area.

   c. Establish on-going business assistance programs in the Downtown area in the short-term which are designed to

improve the downtown streetscape and building facades for existing building owners and tenants.

d. Direct mid-term (6-10 years) and long-term (11-15 years) public investments in Downtown, Park Place, Washington/7th Corridor and Heritage Center to support existing commercial and residential uses, and to stimulate new private investment.

6. The proposed Downtown Oregon City/End of the Trail Urban Renewal Plan Area consists of 900± acres. The area contains land use planned and zoned for limited commercial, central business district, general commercial and industrial uses.

These areas can be expected to produce relatively high levels of valuation and tax revenues for the community.

7. The following Comprehensive Plan Policies apply to this request:

B. Citizen Participation

"4. Encourage citizen participation in all functions of government and land-use planning."

D. Commerce and Industry

"Goal

Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity.

Policies

1. As funds and opportunities become available, transportation access to industrial and commercial areas shall be improved to facilitate flow of goods and increase potential customer. Particular attention will focus on relieving congestion on McLoughlin Boulevard (Highway 99E) and Cascade Highway South (Highway 213)/Molalla Avenue.

5. Encourage continued retail growth by:

a. Designating land for retail use in areas along or near major arterials and transit lines;..."

E. Historic Preservation

"Goal:
Encourage the preservation and rehabilitation of homes and other buildings of historical and architectural significance in Oregon City.

Policies

1. Identify and inventory historic properties and districts in Oregon City to determine which are suitable for preservation and restoration.

2. Assist in the preservation of significant landmarks with architectural, historic or aesthetic value, which also serve to orient and direct people.

3. Encourage compatible architectural design of new structures in local historic districts, and the central downtown area."

F. Natural Resources

"Goal:

Preserve and manage our scarce natural resources while building a liveable urban environment.

Environmental Hazard

The former Rossman's landfill site presents a potential danger to the public health if the site is altered or disturbed. The site is designated for industrial uses on the County Comprehensive Plan and upon annexation to the City, industrial zoning would apply. To assure that potential environmental hazards are not created through the development of the site, any changes or alterations requires notification, review and approval by the Department of Environmental Quality. The review shall take place prior to the issuance of development permits."

Sensitive Aquifers

1. For any proposed development in the Sensitive Aquifer as shown on page F-28, notice shall be given to the Department of Environmental Quality.

H. Energy Conservation

"Goal

Plan urban land development which encourages public and private efforts towards conservation of energy.

4. Encourage the re-use of the existing building stock.

5. Encourage non-petroleum means of transportation by constructing bikeways and sidewalks."

J. Parks and Recreation

"Goal

Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

25. Waterfront recreational and park development along both the Willamette and Clackamas Rivers will be given a major emphasis over the next several years to provide recreational resources for future generations."

K. Willamette Greenway

"Goal

Maintain the adopted Greenway Boundary and required procedures to ensure the continued environmental and economic health of the Willamette River.

Policies

4. Major scenic views, drives and sites of the Greenway will be preserved.

6. The natural environment surrounding the Willamette River will be preserved.

7. New development within the flood plain will be restricted to development which does not endanger live or property in the event of a flood.

9. Public and private recreational development will be encouraged on sites suitable for the proposed uses."

L. Transportation

"Goal

Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

ANALYSIS AND FINDINGS

1. Regarding criterion 1, the proposed plan location has blighted areas. A high percentage of the properties (½ to ¾) in the proposed plan area are in substandard condition as related to improper facilities, transportation and incompatible land uses.

2. Regarding criterion 2, the rehabilitation and redevelopment is necessary to protect the public health, safety or welfare of Oregon City. The pattern of vacant and underutilized land, incompatible land uses, impaired investments; and static and declining values in the proposed plan area deprives Oregon City and other taxing jurisdictions of revenues needed to provide public services.

3. Regarding criterion 3, the proposed Downtown Oregon City/End of the Trail Urban Renewal Plan conforms to identified goals and policies of the Comprehensive Plan. The proposed plan list provides a project list for accomplishing the needed improvements as follows:

(a) Section B: Citizen Participation

"4. Encourage citizen participation in all functions of government and land-use planning."

- The development of this plan has had public meetings held by the Urban Renewal Advisory Board, the Planning Commission, the Urban Renewal Agency and the City Commission. All work sessions and meetings were advertised to allow for maximum citizen participation.

(b) Section D: Commerce and Industry

"Goal

Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity.

Policies

1. As funds and opportunities become available, transportation access to industrial and commercial areas shall be improved to facilitate flow of goods and increase potential customers. Particular attention will focus on relieving congestion on McLoughlin Boulevard (Highway 99-E) and Cascade Highway South (Highway 213)/Molalla Avenue.

5. Encourage continued retail growth by:

   a. Designating land for retail use in areas along or near major arterials and transit lines;...

- End of Trail: Public improvements are needed to support the End of the Oregon Trail Center. The EOT Center will contain an interpretive center, outdoor/living history quarter, amphitheater, restored 1850's district, an immigrant park, festival marketplace and related parking. Improvements are needed now to address existing problems in the area. Public improvements anticipated in this plan include.

  - Road improvements including right-of-way acquisition and relocation
  - Parking and site preparation improvements
  - Fire protection facilities
  - Abernethy Creek Improvements

- Lagoon/Waterfront Area: This area will be redeveloped for tourist commercial uses directly related to the End of the Trail Center, and existing parks will be enlarged and enhanced. Tourist commercial uses in the lagoon area include hotels, restaurants, marinas, and housing. Clackamette Park will also be expanded and improved and expanded along both the Willamette and Clackamas Rivers. Public investments and improvements anticipated in this plan include:

  - Lagoon redevelopment plan
  - Park land acquisition/development
  - Clackamette Park improvements
  - River access trail
  - Mixed-use project site assembly and preparation
  - Main Street and Agnes Avenue reconstruction
  - Tour boat dock and marina

(c) Section E: Historic Preservation

"Goal

Encourage the preservation and rehabilitation of homes and other buildings of historical and architectural significance in Oregon City.

Policies

1. Identify and inventory historic properties and districts in Oregon City to determine which are suitable for preservation and restoration.

2. Assist in the preservation of significant landmarks with architectural, historic or aesthetic value, which also serve to orient and direct people.

3. Encourage compatible architectural design of new structures in local historic districts, and the central downtown area."

o The historic downtown area will be enhanced. Public investments and improvements include:

- Historic buildings analysis; conservation/development program
- Downtown streetscape improvements
- Building facade improvement program
- Promenade and viewpoint improvements
- Library rehabilitation assistance
- Building rehabilitation assistance
- Streetscape improvements on Seventh

(d) Section F: Natural Resources

"Goal

Preserve and manage our scarce natural resources while building a liveable urban environment.

Policies

Environmental Hazard

The former Rossman's landfill site presents a potential danger to the public health if the site is altered or disturbed. The site is designated for industrial uses on the County Comprehensive Plan and upon annexation to the City, industrial zoning would apply. To assure that potential environmental hazards are not created through the development of the site, any changes or alterations

requires notification, review and approval by the Department of Environmental Quality. The review shall take place prior to the issuance of development permits."

Sensitive Aquifers:

1. For any proposed development in the Sensitive Aquifer as shown on page F-29, notice shall be given to the Department of Environmental Quality.

o Public improvements are needed to support the End of the Oregon Trail Center. The EOT Center will contain an interpretive center, outdoor/living history quarter, amphitheater, restored 1850's district, an immigrant park, festival marketplace and related parking. Improvements are needed now to address existing problems in the area. Public improvements anticipated in this plan include:

- Road improvements including right-of-way acquisition and relocation
- Parking and site preparation improvements
- Fire protection facilities
- Abernethy Creek improvements

Any proposed improvements shall require notification, review and approval by DEQ.

(e) Section H: Energy Conservation

"Goal

Plan urban land development which encourages public and private efforts towards conservation of energy.

4. Encourage the re-use of the existing building stock.

5. Encourage non-petroleum means of transportation by constructing bikeways and sidewalks."

o To improve the linkages between the downtown and End of the Trail area, special design and transportation plans will be prepared. The design plan will identify needed public and private improvements and development and redevelopment standards for the downtown area. The transportation plan will improve the flow of people and vehicles between these two activity areas, and should consider pedestrians, bicycles, automobiles and special modes such as trollies and light rail.

- Building facade improvements in Downtown and Seventh Street will encourage reuse of existing building

stock.

(f) Section J: Parks and Recreation

"Goal

Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

25. Waterfront recreational and park development along both the Willamette and Clackamas Rivers will be given a major emphasis over the next several years to provide recreational resources for future generations".

(g) Section K: Willamette Greenway

"Goal

Maintain the adopted Greenway Boundary and required procedures to ensure the continued environmental and economic health of the Willamette River.

Policies

4. Major scenic views, drives and sites of the Greenway will be preserved.

6. The natural environment surrounding the Willamette River will be preserved.

7. New development within the flood plain will be restricted to development which does not endanger life or property in the event of a flood.

9. Public and private recreational development will be encouraged on sites suitable for the proposed uses".

o Lagoon/Waterfront Parkland Development: Parkland will be developed as part of this Plan. Land assembly for public parks along the Clackamas and Willamette Rivers will be accomplished as part of this plan. Clackamette Park will be enlarged, and a new park site will be created along the Clackamas River as part of the Lagoon Redevelopment project. Parkland acquisition activities include land acquisition, relocation, and site preparation.

River Access Trail: A river access trail will be constructed along the Clackamas and Willamette Rivers linking the Park Place area to Downtown Oregon City.

Improvements may include but are not limited to site preparation, trail construction, parking, landscaping, furnishings and other elements as required.

Tour Boat Dock/Marina: Participate in a joint public/private development of a tour boat dock and marina in the Lagoon/Waterfront Area. Improvements may include but not be limited to site preparation, dock/marina facilities, parking, utilities, landscaping, furnishings and other elements as required.

Clackamette Park Improvements: Construct landscaping and park improvements within Clackamette Park. Improvements include but are not limited to site improvements, street and parking improvements, landscaping, irrigation, lighting, furnishings, restrooms, day-use structures, and boat ramp improvements.

Eighth Street Dock and Waterfront Area Improvements: Public improvements along the Willamette Riverfront will enhance one of the most significant aspects of the Renewal Area. Improvements including a riverfront promenade, plaza, park, viewing area and dock capable of accommodating large tourist boats will be constructed. A pedestrian/bike path from Clackamette Park along the Willamette River to the riverfront promenade will also be completed.

McLoughlin Bluff/Promenade Improvements: A series of improvements will be completed in the Downtown area. These improvements include but are not limited to improvement of landscaping along the Willamette Bluff, and improvement of the McLoughlin promenade and 99-E pedestrian way.

Abernethy Creek Corridor Improvements: Construct landscaping and park improvements along the Abernethy Creek Corridor.

(h) Section L: Transportation

"Goal

Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

o Projects include:

Main Street Reconstruction: Main Street in the Lagoon/Waterfront area will be reconstructed to improve

access to and within the area, increase traffic capacity, and provide pedestrian and bicycle improvements. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

Agnes Avenue Reconstruction: Agnes Avenue in the Park Place and Lagoon/Waterfront areas will be reconstructed to improve access to and within the area, increase traffic capacity, and provide pedestrian and bicycle improvements. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

End of the Trail Road Improvements: Road improvements to Washington Street, Abernethy Road and other local streets are required to provide access to and within the End of the Trail Area. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

End of the Trail Parking Improvements: Parking improvements required to serve the End of the Trail Area will be completed. Improvements include but are not limited to property acquisition and relocations, site preparation, parking facility construction, landscaping, signage, utility relocation, drainage and other elements as required.

Downtown/Seventh Street Parking Improvements: Surface parking improvements in Downtown along Railroad Avenue and in the Seventh Street corridor will be completed to serve existing and future shoppers and workers expected in both areas. Improvements include but are not limited to property acquisition and relocation, site preparation, parking facility construction, landscaping, signage, utility relocation, drainage and other elements as required.

Downtown and Seventh Street Area Streetscape Improvements: A streetscape design and improvement project to improve downtown streets and Seventh Street in order to make the areas more attractive and comfortable for pedestrians, shoppers and tourists. Improvements include but are not limited to sidewalk widening, street trees and landscaping, paved crosswalks,

alleyways and parking area improvements, street furniture, plazas, street improvements, signals and other streetscape improvements.

Washington Street Traffic Diversion: A traffic diversion program will be completed in order to concentrate through traffic on Seventh Street, and discourage through traffic on Washington Street. Improvements include but are not limited to intersection channelization, sidewalk widening, street trees and landscaping, paved crosswalks, street furniture, street improvements, signals and other streetscape improvements.

South End Road Improvements: Road improvements to South End Road and other local streets are required to provide access to the Downtown. Improvements include but are not limited to site preparation, roadway reconstruction, sidewalks and bikelanes, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

4. Regarding criterion 4, the proposed plan does not have any provision to displace any residents. Should conditions arise which would cause the acquisition of developed and occupied property by the Urban Renewal Agency, the Agency will provide assistance to persons displaced in finding replacement dwellings.

5. Regarding criterion 5, the acquisition of real property will assist in the implementation of required street and transportation improvements, eliminate incompatible uses, and provide additional park and recreation opportunities. New investment opportunities will be encouraged in the proposed Downtown Oregon City/end of the Trail Urban Renewal Area.

6. Regarding criterion 6, The adoption and carrying out of the proposed Downtown Oregon City/End of the Trail Urban Renewal Plan is economically sound and feasible. The primary method of financing will be in whole, or in part, by tax increment financing.

7. Regarding criterion 7, the City of Oregon City will assume and shall complete any activities prescribed to it by the Downtown Oregon City/End of the Trail Area Urban Renewal Plan.

CONCLUSION AND RECOMMENDATION:

The proposed Downtown Oregon City/End of the Trail Area Urban Renewal Plan meets the criteria outlined in ORS 457.095, and specifically that the proposed plan conforms with policies, as outlined in the Comprehensive Plan.

It is recommended that the Commission forward an affirmative recommendation to the City Commission.

Downtown Oregon City/
North End

Urban Renewal Plan

City of Oregon City
Oregon City Renewal Agency

December, 1990

DOWNTOWN OREGON CITY/NORTH END URBAN RENEWAL PLAN

PART ONE - TEXT

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100. INTRODUCTION

This Urban Renewal Plan, dated _____, 1990, is a new Urban Renewal Plan for the Downtown Oregon City/North End area in Oregon City, Oregon. This Plan is the only urban renewal plan for the downtown area.

This Plan has been prepared pursuant to Oregon Revised Statute (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and City of Oregon City respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

In 1990, the Oregon City Commission amended the Oregon City Downtown Renewal Plan, 1983 to remove the downtown area from the 1983 Plan, to add project activities, and to rename the 1983 plan the Hilltop Urban Renewal Plan. The Urban Renewal Advisory Committee and City Commission directed staff to prepare a new Urban Renewal Plan for downtown Oregon City, and to include additional areas adjacent to the downtown which suffer from blighting conditions. This plan, named the **Downtown Oregon City/North End Urban Renewal Plan** is the second Urban Renewal Plan adopted by the City.

200. DEFINITIONS

The following definitions will govern the construction of this Plan unless the context otherwise requires:

"Agency, Renewal Agency, or Urban Renewal Agency" means the City Commission of Oregon City which, in accordance with ORS 457, is the Urban Renewal Agency of the City of Oregon City, Clackamas County, Oregon.

"Blighted Areas" means areas which, by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health or welfare of the community; and are characterized by the existence of conditions as described in ORS 457.010.

"City" means the City of Oregon City, Oregon.

"City Commission" means the elected governing commission of the City of Oregon City, Oregon.

"Comprehensive Plan" means the City's Comprehensive Land Use Plan and its implementing Ordinances, policies and development standards.

"County" means the County of Clackamas, State of Oregon.

"Displaced" person or business means any person or business who is required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose. The methods to be used for the temporary or permanent relocation of such persons living in, and businesses situated in the Urban Renewal Area shall be in accordance with State Law as specifically set forth in ORS 281.045 to 281.105.

"End of Oregon Trail Center, EOT or Trail" means a planned regional attraction celebrating Oregon City's role as the end of the Oregon Trail. Components of the center include an interpretive center and outdoor living history museum complex, festive retail center, and other related elements.

"Exhibit" means an attachment, either narrative or map, to the Urban Renewal Plan, Part Two - Exhibits.

"Objective" means any goal, general or specific, or objective described in Section 400 of this Plan.

"ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

"Plan, Renewal Plan, Urban Renewal Plan" means the Urban Renewal Plan for Downtown Oregon City/End of Trail Renewal Area, Parts One and Two.

"Planning Commission" means the Planning Commission of the City of Oregon City, Oregon.

"Project, Activity or Project Activity" means any undertaking or activity within the Plan Area, such as a public improvement, street project or other activity which is authorized and for which implementing provisions are set forth in the Urban Renewal Plan.

"Report" refers to the report accompanying the urban renewal plan as provided in ORS 457.085 (3)

"State" means the State of Oregon.

"Tax Increment Financing" refers to a method of financing urban renewal project activities through a division of ad valorem taxes, as provided in ORS 457.420 through 457.450.

"Taxing Bodies" refers to governmental bodies levying taxes within the Urban Renewal Area.

"Text" means the Urban Renewal Plan for the Downtown Oregon City/North End Urban Renewal Plan, Part One - Text.

300. BOUNDARY AND LEGAL DESCRIPTION

The boundary of the Urban Renewal Area comprises approximately 842 acres including the Downtown area, the Park Place Interchange area, the Lagoon/Waterfront area, the End of Trail area, the Washington/7th Corridor, and the Heritage Center area. The boundary of this Urban Renewal Plan is shown as Exhibit 1 of Part Two of this Urban Renewal Plan. Sub-districts within the boundary are shown as Exhibit 2 of Part Two of this Urban Renewal Plan. A legal description of the Urban Renewal Area is contained in Exhibit 3 of Part Two of this Plan.

400. RELATIONSHIP TO LOCAL OBJECTIVES

A. Purpose

The purpose of this Plan is to eliminate blighting influences found in the Renewal Area, and to implement goals and objectives of Oregon City's Comprehensive Plan. The Urban Renewal Plan furthers the following goals and objectives:

B. City of Oregon City Comprehensive Plan

ORS 457.085 requires that an Urban Renewal Plan relate to definite local objectives. The City's Comprehensive Plan considers a wide range of goals and policies relating to land uses, traffic, transportation, public utilities,

recreation and community facilities, and other public improvements. Specific goals, objectives and policies which relate to this Plan are found in the City of Oregon City's Comprehensive Plan, and are listed as an appendix to the Report. This Plan is consistent with the goals, objectives and policies found in the Comprehensive Plan.

As amendments to the Comprehensive Plan are made from time to time in order to reflect the goals of the community, this Urban Renewal Plan will be amended as needed in order to remain consistent to the Comprehensive Plan.

C. Overall Renewal Area Goals

1. To improve traffic capacity and safety, pedestrian facilities, park and recreation facilities, and other public facilities within the Area in order to serve existing residents, businesses, workers and visitors.

2. To improve the Renewal Area as a commercial and employment center, and stimulate private development within the Area which is consistent with the Comprehensive Plan.

D. Renewal Area Objectives

1. To eliminate blighting conditions in the Renewal Area, including inadequate streets and traffic congestion, inadequate pedestrian and bicycle facilities, inadequate park and recreation facilities, inadequate public service facilities, substandard and obsolete buildings, inadequate sewer, water and drainage facilities, and under-utilized and unproductive land.

2. To make public improvements necessary to encourage new private investment in the Renewal Area including streets, sewer, water and drainage facilities, parking facilities and other public improvements.

3. To increase taxable values in the Renewal Area.

4. To improve the economic viability of Oregon City's downtown as a retail, office and services center for Oregon City.

5. To encourage the rehabilitation of downtown's older buildings, particularly those of architectural and/or historic significance.

6. To support the End of Oregon Trail Center and related components as a historic interpretive center and outdoor living museum celebrating the Oregon Trail.

7. To support the redevelopment of the Lagoon/Waterfront area as a mixed-use tourist commercial area.

8. To support the development and redevelopment of tourist commercial, office and medium and high density housing in the Park Place area.

9. To reduce through traffic impacts in the Washington Street corridor.

10. To support the revitalization of the 7th Street corridor by providing parking and transportation improvements, and building rehabilitation assistance.

11. To provide traffic capacity and safety improvements in the Heritage Center area, and to stabilize the area.

12. To plan for and support development and redevelopment in the renewal area which is consistent with the Comprehensive Plan.

13. To further the objectives of this Renewal Plan by assisting as necessary in the acquisition of land for development purposes, and for the assembly of development sites.

14. To take steps necessary to establish and administer a marketing program to aid the development and redevelopment of land in the Renewal Area.

15. To assist in the improvement of the overall economic health of Oregon City and its businesses.

E. Renewal Area Strategies

The Renewal Plan implements the development strategy approved by the Urban Renewal Advisory Committee in the preparation of this Renewal Plan. Key elements of that strategy include:

Overall Strategy

1. Assist in preparing plans to support the End of Oregon Trail Center and related components as a historic interpretive center and tourist attraction for Oregon City.

2. Direct short-term public investments into areas with the greatest development and redevelopment potential. These areas are the End of Trail, and Lagoon/Waterfront Area.

3. Establish on-going business assistance programs in the Downtown area in the short-term which are designed to improve the downtown streetscape and building facades for existing building owners and tenants.

4. Direct mid-term and long-term public investments in Downtown, Park Place, Washington/7th Corridor and Heritage Center to support existing commercial and residential uses, and to stimulate new private investment.

Sub-District Strategies

1. End of Trail. Pubic improvements are needed to support the End Of Oregon Trail Center. The EOT Center will contain an interpretive center, outdoor/living history quarter, amphitheater, restored 1850's district, an immigrant park, festival marketplace and related parking. Improvements are needed now to address existing problems in the area. Public improvements anticipated in this plan include:

   - Road improvements including ROW acquisition and relocation
   - Parking and site preparation improvements
   - Fire protection facilities
   - Abernethy Creek improvements

2. Lagoon/Waterfront Area. This area will be redeveloped for tourist commercial uses directly related to the End of Trail Center, and existing parks will be enlarged and enhanced. Tourist commercial uses in the lagoon area include hotels, restaurants, marinas, and housing. Clackamette Park will also be expanded and improved and expanded along both the Willamette and Clackamas Rivers. Public investments and improvements anticipated in this plan include:

   - Lagoon redevelopment plan
   - Park land acquisition/development
   - Clackamette Park improvements
   - River access trail
   - Mixed-use project site assembly and preparation
   - Main Street and Agnes Ave. reconstruction
   - Tour boat dock and marina

3. Downtown. The historic downtown area will be enhanced, and retail and office opportunities will be supported by on-going programs and pubic improvements. In order to improve the linkages between the

downtown and End of Trail area, special design and transportation plans will be prepared. The design plan will identify needed public and private improvements and development and redevelopment standards for the downtown area. The transportation plan will improve the flow of people and vehicles between these two activity areas, and should consider pedestrians, bicycles, automobiles and special modes such as trollies and light rail. Public investments and improvements include:

- Historic buildings analysis: conservation/development program
- Downtown streetscape improvements
- Building facade improvement program
- Transportation linkages plan and implementation
- Surface parking improvements
- 8th Street dock redevelopment
- Promenade and viewpoint improvements
- Downtown design plan

4. Park Place. The Park Place interchange area currently has a mix of industrial, commercial and residential land uses which do not take full advantage of the transportation and recreational improvements planned for the area. A sub-area design plan is needed in order to identify development and redevelopment opportunities and guidelines for more compatible uses such as tourist commercial, office, and high density housing. Public investments and improvements include:

- Design plan preparation
- Development and redevelopment assistance

5. Washington/7th Street Corridor. Traffic management improvements are needed in this sub-district. In addition, streetscape, and parking improvements are needed along 7th, and facade/building rehabilitation assistance will improve this local commercial corridor. Improvements to public areas will also enhance the area. Public investments and

improvements include:

- Sub-district design plan
- Parking improvements
- Building rehabilitation assistance
- Streetscape improvements on 7th
- Washington St. traffic diverter
- Library rehabilitation assistance

6. Heritage Center. The focus of this sub-area is the new county museum. The area also serves as the entrance into Oregon City from the south. Transportation improvements are needed in the area to improve local circulation, and to improve the connections with the Downtown. Public investments and improvements include:

- Sub-district design plan
- Transportation improvements

500. PROPOSED LAND USES

A. Land Use Plan

The Land Use Plan consists of the Land Use (Comprehensive Plan) Plan Map (Exhibit 4), the Zoning Map (Exhibit 5) and the descriptive material and regulatory provisions contained in this Section (both those directly stated and those herein included by reference). This Plan shall be in accordance with the approved Comprehensive Plan of the City of Oregon City and with its implementing ordinances and policies.

The use and development of land in the Renewal Area shall be in accordance with the regulations prescribed in the City's Comprehensive Plan, Zoning Ordinance, Subdivision Ordinance, City Charter, or any other applicable local.

state or federal laws regulating the use of property in the Renewal Area.

The Zoning classifications correspond to the Comprehensive Plan designations.

B. Plan and Design Review

The Urban Renewal Agency shall be notified of any building permit, conditional use or other development permits requested within the Area. Redevelopers, as defined in this Plan, shall comply with all applicable ordinances and Redevelopers Obligations, Section 800 of this Plan.

600. OUTLINE OF DEVELOPMENT

The Urban Renewal Project consists of activities which treat the causes of blight and deterioration in the Urban Renewal Area. This Urban Renewal Area is characterized by underdevelopment, and unproductive conditions of land. Conditions which impaired development included inadequate streets, traffic circulation problems, and inadequate public facilities and utilities.

Project activities to treat these conditions include:

- Street and related improvements, to improve access to land in the project area, and improve traffic safety and circulation.
- Parking improvements, to improve the supply of public parking spaces and parking management in support of commercial and recreational uses.
- Streetscape and pedestrian improvements, to improve the safety and aesthetic character of Area streets in order to enhance these streets for commercial activities.

- Park and recreation improvements, to meet the recreation needs of

Oregon City residents and visitors, and to take advantage of the recreation potential offered by the Willamette and Clackamas Rivers.

- Storm drainage, water and sewer improvements, to permit more productive use of land in the area.
- Development assistance programs, to assist property owners and tenants to renovate existing structures, and to develop areas consistent with the Comprehensive Plan.
- Public facility and services improvements, to improve the fire service needed for the Area, and to assist in improving the historic Carnegie Library.
- Acquisition, and disposition of land. Land will be acquired for public improvements and for assembly of development sites. (See Section 700) This activity is intended to improve utilities and rights-of-way, remove incompatible land uses, and further the development objectives of this Plan.
- Additional planning, administration and co-ordination of development in the Project Area.

700. DESCRIPTION OF PROJECT ACTIVITIES

In order to achieve the goals and objectives of this Plan, the following project activities will be undertaken on behalf of the City by the Urban Renewal Agency (hereinafter referred to as "Agency") in accordance with applicable federal, state, county and city laws, policies, and procedures. Exhibit 6 shows the general location of project activities. Exhibit 7 shows the location of properties to be acquired in order to carry out the objectives of this Plan.

A. Transportation and Related Public Improvements

Traffic and pedestrian circulation and safety, parking and other transportation deficiencies have been identified as issues contributing to the depressed conditions in the urban renewal area, and constraints to future development

called for in the Oregon City Comprehensive Plan. The Oregon City Transportation Master Plan has identified needed transportation improvement projects. Studies have identified the need for streetscape and parking improvements in order to better serve the businesses, workers and residents of these areas. In order to correct these deficiencies, the Urban Renewal Agency will participate with Clackamas County and other agencies in the planning, design, funding and construction of transportation and related public improvements throughout the area. These improvements will be subject to further engineering study, determination of funding responsibilities, and identification of right-of-way requirements.

1. Main Street Reconstruction: Main Street in the Lagoon/Waterfront area will be reconstructed to improve access to and within the area, increase traffic capacity, and provide pedestrian and bicycle improvements. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

2. Agnes Avenue Reconstruction: Agnes Avenue in the Park Place and Lagoon/Waterfront areas will be reconstructed to improve access to and within the area, increase traffic capacity, and provide pedestrian and bicycle improvements. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

3. End of Trail Road Improvements: Road improvements to Washington Street, Abernethy Road and other local streets are required to provide access to and within the End of Trail Area. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

4. End of Trail Parking Improvements: Parking improvements required to serve the End of Trail Area will be completed. Improvements include but are not limited to property acquisition and relocation, site preparation, parking facility construction, landscaping, signage, utility relocation, drainage and other elements as required.

5. Downtown/7th Street Parking Improvements: Surface parking improvements in Downtown along Railroad Avenue and in the 7th Street corridor will be completed to serve existing and future shoppers and workers expected in both areas. Improvements include but are not limited to property acquisition and relocation, site preparation, parking facility construction, landscaping, signage, utility relocation, drainage and other elements as required.

6. Downtown, Washington St. & 7th Street Streetscape Improvements: A streetscape design and improvement project to improve downtown streets and 7th Street in order to make the areas more attractive and comfortable for pedestrians, shoppers and tourists. Improvements include but are not limited to sidewalk widening, street trees and landscaping, paved crosswalks, alleyways and parking area improvements, street furniture, plazas, street improvements, signals and other streetscape improvements.

7. South End Road Improvements: Road improvements to South End Road and other local streets are required to provide access to the Downtown. Improvements include but are not limited to site preparation, roadway reconstruction, sidewalks and bikelanes, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

B. Parks and Recreation Improvements

The urban renewal area is located on both the Clackamas and Willamette Rivers, which provide the most diverse recreational opportunities of any city in the region. The Oregon City Revised Master Plan, Oregon City Facilities Study, and End of Oregon Trail Center Master Plan have concluded that there is a need for over 200 acres of additional park land in Oregon City, and that existing parks need improvements. In order to correct these deficiencies, the Urban Renewal Agency will participate in the planning, design and construction of parks and recreation facilities and related public improvements throughout the area. These improvements will be subject to further engineering study including a determination whether acquisition for right-of-way will be required.

1. Lagoon/Waterfront Parkland Development: Parkland will be developed as part of this Plan. Land assembly for public parks along the Clackamas and Willamette Rivers will be accomplished as part of this plan. Clackamette Park will be enlarged, and a new park site will be created along the Clackamas River as part of the Lagoon Redevelopment project. Parkland acquisition activities include land acquisition, relocation, and site preparation.

2. River Access Trail: A river access trail will be constructed along the Clackamas and Willamette Rivers linking the Park Place area to Downtown Oregon City. Improvements may include but are not

existing businesses, and site preparation activities will be undertaken by the Urban Renewal Agency as required.

4. Park Place Housing Development Assistance: A housing development assistance program in the Park Place district will be undertaken by the Urban Renewal Agency in order to support the development and redevelopment of medium and high density housing. Assistance programs may include but are not limited to loans, grants, planning and permitting assistance, and other activities required to support the development of new housing.

D. Public Facility and Services Improvements

The Oregon City Facilities Study has identified needed improvements to several public facilities located in the Urban Renewal Area. The Urban Renewal Agency will participate in the planning, design and construction of public facility and services improvements, including the following:

1. End of Trail Area Fire Protection Facility: The Oregon City Facilities Study recommends that a new fire station be constructed in the End of Trail district in order to serve the urban renewal area. The Urban Renewal Agency will participate in the site acquisition and construction of a new fire station.

2. Assist City Library Restoration: The Oregon City Facilities Study identifies the need to improve the existing Carnegie library located in the Washington/7th Street district. The Urban Renewal Agency will participate in the library restoration activities sharing in the cost of historic building restoration.

E. Planning and Administration

It is the intent of this Plan to provide for the effective administration of the Plan, and to plan for the various activities contained in the Plan. The Urban Renewal Agency will participate in further planning and design activities for the various districts within the Plan Area, planning and design for the various project activities contained in the Plan, activities related to the preparation of this Plan, and the general administration of the Plan. Specific activities include:

1. Sub-District Design Plans: Detailed design and development plans will be prepared for the Lagoon/Waterfront Area, Downtown, Park Place, Washington/7th Street Corridor, and Heritage Center.

2. Downtown/End of Trail Transportation Linkage Plan: In order to improve the linkages between the downtown and End of Trail area, a special design and transportation plan will be prepared. This plan will consider methods to improve the flow of people and vehicles between these two activity areas, and should consider pedestrians, bicycles, automobiles and special modes such as trollies and light rail.

3. Plan Administration: Project resources may be utilized to prepare the Urban Renewal Plan, sub-district and transportation plans, miscellaneous land use and public facility studies as needed during the course of the urban renewal plan. Activities related to a marketing program for the Area may utilize project funds. Project funds may also be utilized to pay for personnel, overhead and other administrative costs incurred in the management of the urban renewal plan.

F. Property Acquisition

Acquisition of real property is determined necessary to carry out the objectives of this Plan. Accordingly, this Plan authorizes the following property acquisitions within the Urban Renewal Area:

1. **Property to be acquired for public use.** It is anticipated that acquisition of real property may be necessary to carry out public use objectives of this plan. Real property acquisition may be necessary to carry out roadway right-of-way and parking improvements as described for project activities A.1-8. Real property acquisition may be necessary to carry out park and recreation improvements and related right-of-way and parking improvements described for project activities B.1-7. Real property acquisition may be necessary to carry out public facility and services improvements described for project activity D.1.

   The real property which may be acquired for public use is shown in Exhibit 7 of this Plan , and is listed by Tax Map and Lot in Table 1 of this section.

   Property for public use may be acquired by gift, eminent domain, or any other lawful method for the purpose of development of public improvements.

2. **Property to be Acquired for Redevelopment.** Acquisition of property for redevelopment is necessary to carry out the objectives of this Plan. The Agency may acquire, assemble, and dispose of property for redevelopment by a redeveloper. Such action will assist in private commercial and residential development in the Renewal Area by allowing the consolidation of property into a parcel or parcels of adequate size for development.

Property will be disposed of according to the terms of a Disposition and Development Agreement, specifying the obligations of the Renewal Agency and the Developer.

Property for redevelopment may also be acquired by gift, eminent domain, or any other lawful method for the purpose of redevelopment. Property which may be acquired for Redevelopment is shown in Exhibit 7 of this Plan , and listed by Tax Map and Lot in Table 1 of this section.

TABLE 1

PROPERTIES TO BE ACQUIRED FOR PUBLIC USE

Tax Map	Tax Lot
2-2 E-20	(Part) 502
2-2 E-29	(Part) 1503

PROPERTIES TO BE ACQUIRED FOR REDEVELOPMENT

Tax Map	Tax Lot
2-2 E-29	(Part) 1503
2-2 E-29	1505
2-2 E-29	1508

Acquisition of properties listed in Table 1 and any right-of-way needed for project activities listed in this section not requiring the acquisition and relocation of a residence or business is authorized in this Plan. If acquisition for right-of-way is needed which requires the relocation of a residence or business, a major amendment to this Plan will be required as defined in

Section 1000.B. If acquisition for public use or redevelopment is needed, other than the properties listed in Table 1, an amendment to this Plan will be required according to substantial changes, Section 1000.B.

D. Property Disposition

The Renewal Agency will dispose of property acquired within the Renewal Area for redevelopment for uses and purposes specified in this Plan. Properties shall be subject to disposition for the following purposes:

- Road, street, and utility improvements.
- Construction of pedestrian, bikeway, or other public facilities and services specified in this plan.
- Construction of park and recreation facilities specified in this plan.
- Redevelopment by private redevelopers for purposes consistent with the uses and objectives of this plan. Such disposition will be in accordance with the terms of a Disposition and Development Agreement between the Developer and the Renewal Agency.

The Renewal Agency may enter into agreements to acquire land, to hold land for future development, to dispose of any land it has acquired at fair reuse value, and to define the fair reuse value of any land.

Disposition Schedule: It is anticipated that property acquired for public use and redevelopment will be disposed of during the period 1992 to 1998.

800. REDEVELOPER'S OBLIGATIONS

Redevelopers within the Urban Renewal Area will be subject to controls and obligations imposed by the provisions of this Plan. Redevelopers also will be obligated by the following requirements:

- The Redeveloper shall develop or redevelop property in accordance with the land-use provisions and other requirements specified in this Plan.

- The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Renewal Agency or its designated agent, for review prior to distribution to reviewing bodies as required by the City.

- The Redeveloper shall commence and complete the development of such property for the use provided in this Plan within a reasonable period of time as determined by the Agency.

- The Redeveloper shall accept all conditions and agreements as may be required by the Renewal Agency. The Renewal Agency may require the redeveloper to execute a development agreement acceptable to the Renewal Agency as a condition of the Agency's assistance.

- The Redeveloper shall not effect any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted upon the basis of age, race, color, religion, sex, marital status, or national origin.

900. RELOCATION

This Plan anticipates no business or residential relocation.

Should conditions arise which would cause the acquisition of developed and occupied property by the Urban Renewal Agency, the Agency will provide assistance to persons or businesses displaced in finding replacement facilities.

All persons or businesses which may be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made, in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to residences and businesses displaced.

1000. FUTURE AMENDMENTS

It is anticipated that this plan will be reviewed periodically during the execution of the Project. The plan may be changed, modified, or amended as future conditions warrant.

Where, in the judgement of the Renewal Agency, the proposed modification will substantially change the plan, the modification must be approved by the City Commission in the same manner as the original plan.

Minor changes to the Plan shall be made by a duly approved resolution of the Agency which describes the details of the minor change.

A. Minor changes.

Minor changes shall include:

1. Clarification or additions to definitions, or graphic exhibits in this Plan.

2. Clarification of descriptions of project activities, where these modifications are consistent with the overall intent of the Plan.

3. Modification in the location of project improvements authorized in this plan, as such modifications may result from detailed engineering, architectural, or planning analysis.

4. Modifications resulting from amendments to the City's Comprehensive Plan, or the codes, policies, or ordinances which are established to implement the Comprehensive Plan.

5. Right-of-way acquisition not requiring the relocation of a residence or business.

B. Substantial Changes.

Substantial changes, requiring City Commission approval in the same manner as the original plan, shall include:

1. Changes to the boundary of this Plan.

2. Acquisition of property not undertaken in connection with projects or activities defined in Sections 700 A through D of this plan.

3. The addition of project activities which would modify the purposes and objectives of this Plan.

4. Right-of-way acquisition requiring the relocation of a residence or business.

1100. FINANCING METHODS

A. General

The Urban Renewal Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of undertaking and carrying out this plan. In addition, the Agency may borrow money from, or lend money to a public agency in conjunction with a joint undertaking of a project authorized by this plan. If such funds are loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

The funds obtained by the Agency shall be used to pay or repay any costs, expenses, advances and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457.

B. Tax Increment Financing

The costs of carrying out this Plan will be financed in whole or in part by tax increment financing, as authorized in ORS 457.420 through ORS 457.450.

DOWNTOWN OREGON CITY/NORTH END URBAN RENEWAL PLAN

PART TWO - EXHIBITS

Exhibit 1 ..... Boundary Map of Project Area

Exhibit 2 ..... Sub-Districts in Project Area

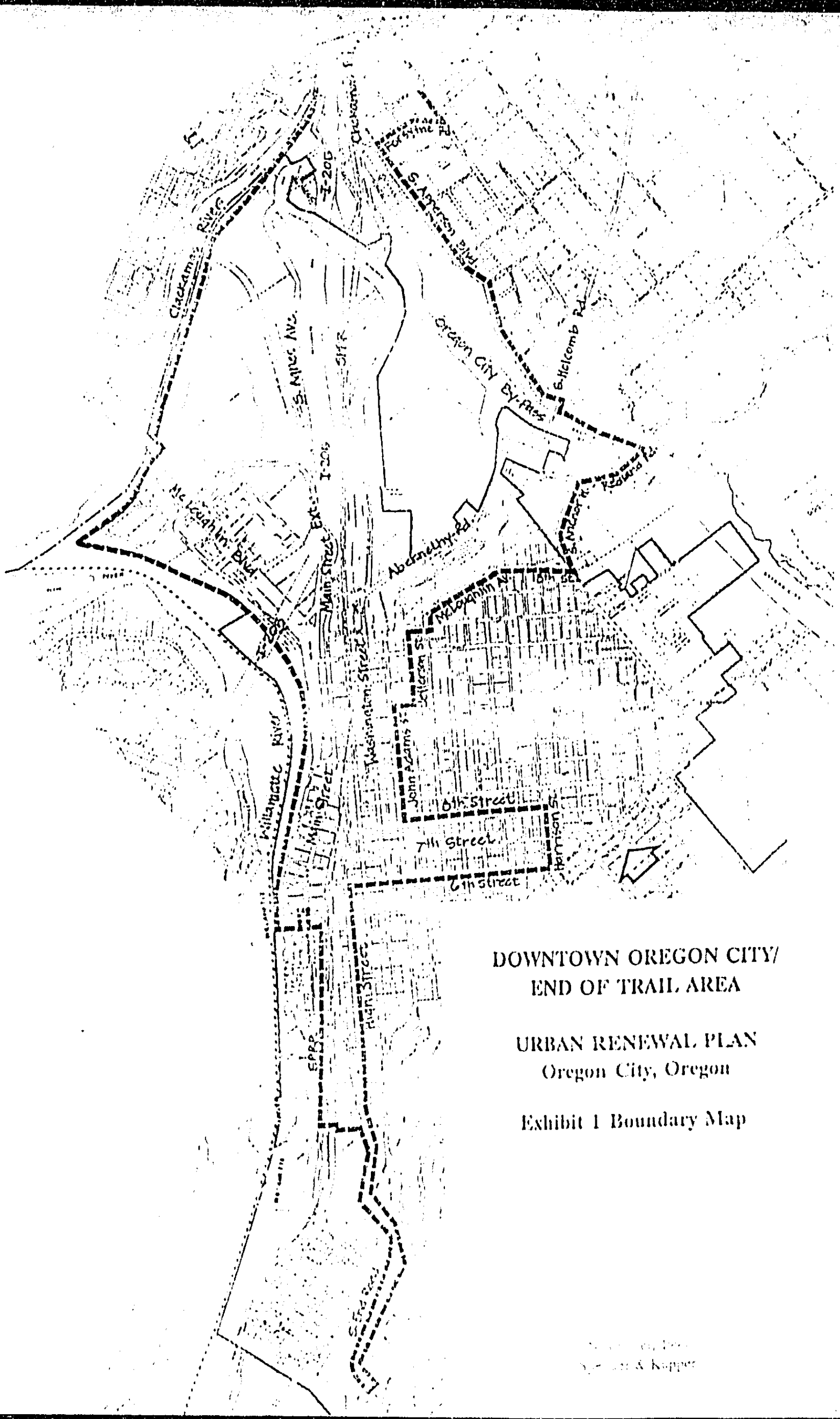
Exhibit 3 ..... Legal Description of Project Area

Exhibit 4 ..... Land Use Map of Project Area

Exhibit 5 ..... Zoning Map of Project Area

Exhibit 6 ..... Map of Proposed Project Activities

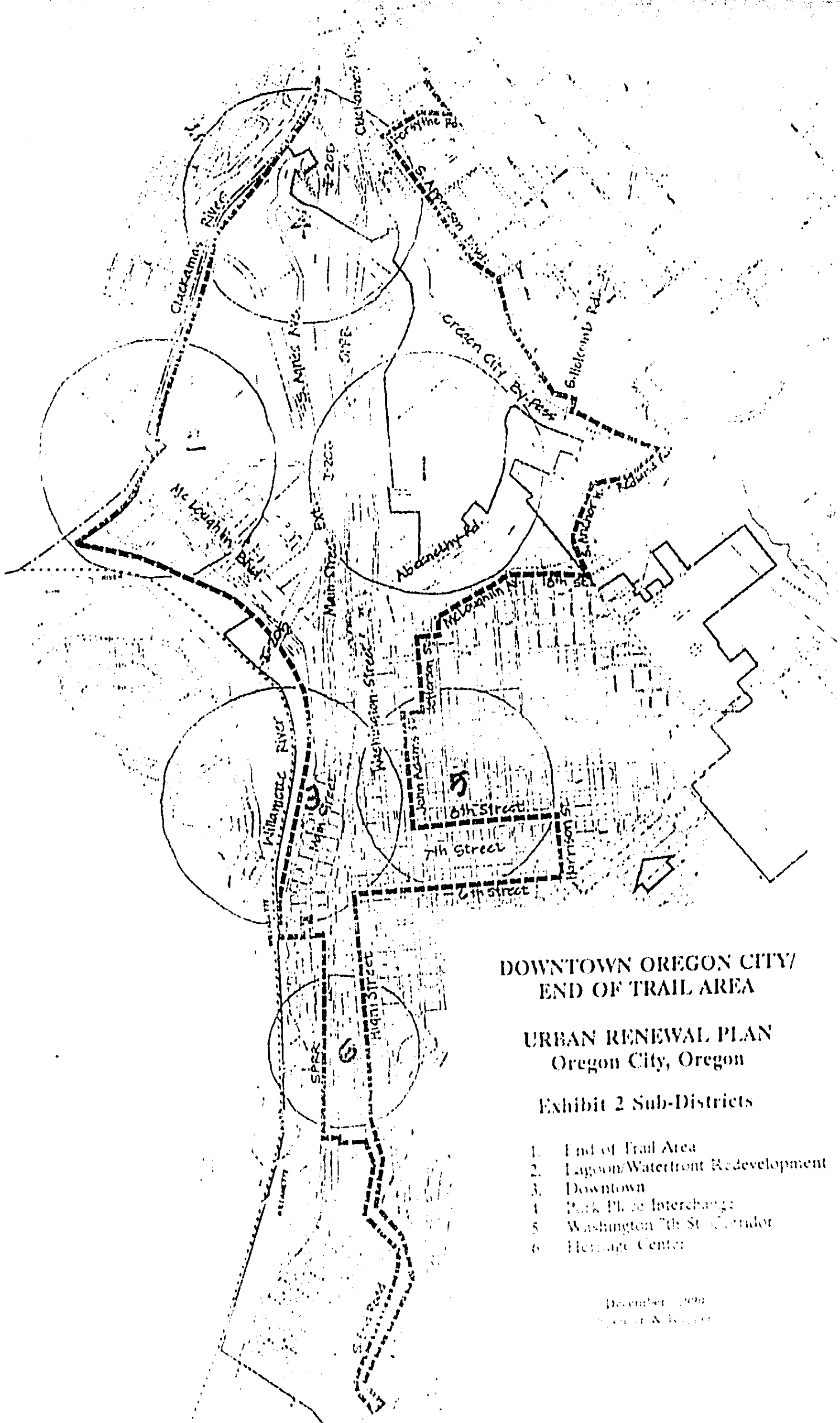
Exhibit 7 ..... Map of Properties to be Acquired



DOWNTOWN OREGON CITY/ END OF TRAIL AREA

URBAN RENEWAL PLAN
Oregon City, Oregon

Exhibit 1 Boundary Map



DOWNTOWN OREGON CITY/ END OF TRAIL AREA

URBAN RENEWAL PLAN
Oregon City, Oregon

Exhibit 2 Sub-Districts

1. End of Trail Area
2. Lagoon/Waterfront Redevelopment
3. Downtown
4. Park Place Interchange
5. Washington 7th St. Corridor
6. Heritage Center

December 1998

EXHIBIT 3

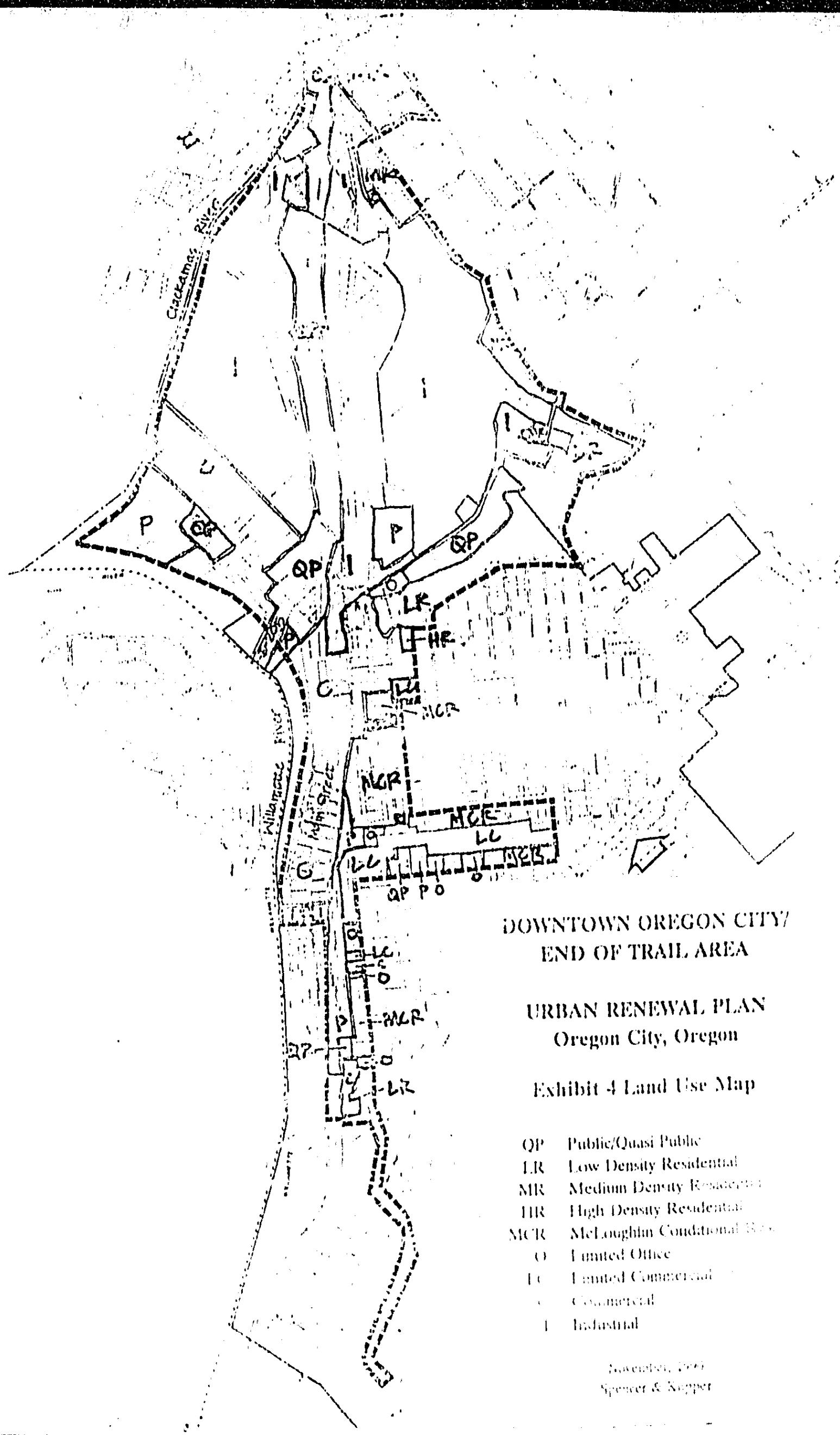
Legal Description
of
Downtown/North End
Urban Renewal District Boundary

A tract of land situated in Sections 20, 21, 29, 30, 31, and 32 in Township 2 South, Range 2 East; Section 36 in Township 2 South, Range 1 East; Section 1 in Township 3 South, Range 1 East; and Section 6 in Township 3 South, Range 2 East; of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

BEGINNING at the intersection of the Southeast line of High Street (a 60 foot right-of-way) and the Southwest line of 6th Street (a 60 foot right-of-way); THENCE Southeast along the Southwest line of said 6th Street, a distance of 2700 feet, more or less, to the intersection with the Southeast line of Harrison Street (a 60 foot right-of-way); THENCE Northeast along the Southeast line of said Harrison Road a distance of 730 feet, more or less, to the intersection with the Northeast line of 8th Street (a 60 foot right-of-way); THENCE Northwest along the Northeast line of said 8th Street a distance of 1900 feet, more or less, to Southeast line of John Adams Street (a 60 foot right-of-way); THENCE Northeast along the Southeast line of said John Adams Street a distance of 1560 feet, more or less, to the a point in the centerline of vacated 13th Street (74-34043, a 60 foot right-of-way); THENCE Southeast along said centerline of 13th Street a distance of 240.00 feet to a point in the centerline of vacated Jefferson Street (74-34043, a 60 foot right-of-way); THENCE Northeast along said centerline of Jefferson Street a distance of 304.00 feet to the Southwest line of 14th Street (a 60 foot right-of-way); THENCE Southeast along the Southwest line of said 14th Street a distance of 30.00 feet to the intersection with the Southeast line of said Jefferson Street; THENCE Northeast along the Southeast line of Jefferson Street (not vacated) a distance of 660 feet, more or less, to the intersection with the Southwest line of 16th Street (a 60 foot right-of-way); THENCE Southeast along the Southwest line of said 16th Street a distance of 270.00 feet to the intersection with the Southeast line of Madison Street (a 60 foot right-of-way); THENCE Northeast along the Southeast line of said Madison Street a distance of 120 feet, more or less, to the intersection with the South line of McLoughlin Avenue (a 60 foot right-of-way); THENCE Easterly along the South line of said McLoughlin Avenue a distance of 940 feet, more or less, to the intersection with the Southwest line of 18th Street (a 60 foot right-of-way); THENCE Southeasterly along the Southwest line of said 18th Street a distance of 1080 feet, more or less, to the intersection with the Southwesterly extension of the Southeast line of South Anchor Way (a 60 foot right-of-way); THENCE Northeasterly along said Southwesterly extension and said Southeast line of South Anchor Way a distance of 1200 feet, more or less, to the intersection with the Southerly line of Redland Road (a 60 foot right-of-way); THENCE Easterly along the Southerly line of said Redland Road a distance of 960 feet, more or less, to the intersection with the Northeast line of Trail's End Highway (Oregon State Hwy. No. 213, Oregon City Bypass, a variable width right-of-way); THENCE Northwest along the Northeast line of said Trail's End Highway a distance of 1200 feet, more or less, to the intersection with the Southeast line of Holcomb Road (County Road No. 354, a 60 foot right-of-way); THENCE Northeast along the Southeast line of said Holcomb Road a distance of 210 feet, more or less, to the intersection with the Southeasterly extension of the

Northeast line of Apperson Boulevard (County Road No. 1744, a 40 foot right-of-way at this point); THENCE Northwest along said Southeasterly extension and Northeast line of Apperson Boulevard a distance of 4400 feet, more or less, to the intersection with the South line of Forsythe Road (County Road No. 374, a 50 foot right-of-way); THENCE Easterly along the South line of said Forsythe Road a distance of 950 feet, more or less, to the intersection with the West line of Front Street (County Road No. 2370, a 50 foot right-of-way); THENCE North crossing said Forsythe Road a distance of 100 feet, more or less, to an angle point on the North line thereof; THENCE North and Northest along the West line and North line of said Forsythe Road a distance of 445 feet, more or less, to a point on the East line of the Hiram Straight D.L.C. No. 42; THENCE North along the East line of said Straight D.L.C. No. 42 a distance of 200 feet, more or less, to the Southwest corner of the James Winston D.L.C. No. 69; THENCE North along the West line of said Winston D.L.C. No. 69 a distance of 310 feet, more or less, to the most Westerly Northwest corner thereof; THENCE East along the North line thereof a distance of 150 feet, more or less, to the Southwest corner of that certain tract of land conveyed to Clackamas County, State of Oregon, as recorded in Book 281, Page 467, Clackamas County Deed Records; THENCE North along the West line of said Clackamas County tract and its Northerly extension a distance of 450 feet, more or less, to a point on the Southerly bank of the Clackamas River; THENCE West and Southwest along the Southerly bank of said Clackamas River a distance of 6500 feet, more or less, to the intersection with the Easterly bank of the Willamette River; THENCE South and Southwest along the East bank of said Willamette River a distance of 7000 feet, more or less, to the intersection woth the Northwesterly projection of the the centerline of a 10 foot alley between Lots 6 and 7 of Block 3 of the duly recorded plat of Oregon City (County Plat No. 123); THENCE Southeast along Northwesterly projection a distance of 35 feet, more or less, to a point on the Northwest line of Water Street (a 60 foot right-of-way, Vacated) THENCE Northeast along the Northwest line thereof a distance of 75 feet, more or less, to the intersection with the Northwesterly projection of the Southwest line of Lot 8 of said Block 3; THENCE Southeast along said Northwesterly projection and the Southwest line of said Lot 8 a distance of 165.00 feet to the most Southerly corner thereof; THENCE Northeast along the Southeast line of said Lot 8 a distance of 69.70 feet to the Southwesterly line of 5th Street (U.S. Hwy No. 99E); THENCE Southeast along the Southwesterly line of said 5th Street a distance of 105.00 feet to the intersection with the Northwest line of Main Street; THENCE Southwest along the Northwest line of said Main Street a distance of 149.70 feet to the intersection with the Northwesterly extension of the Northeasterly line of Lots 3 and 6 of Block 27 of said plat of Oregon City; THENCE Southeast along said Northwesterly extension and Northeast lines of Lots 3 and 6, a distance of 270.00 feet to the most Easterly corner of said Lot 3; THENCE continuing Southeast along the Southeasterly extension of the Northeast line of said Lot 3 a distance of 75 feet, more or less, to the Southeast line of McLoughlin Boulevard (U.S. Hwy. No. 99E); THENCE Southwest along the Southeast line of said McLoughlin Boulevard a distance of 2700 feet, more or less, to the most Northerly corner of that certain tract of land conveyed to Portland General Electric Company (PGE), as recorded in Book 209, Page 001 and Recorder Fee No. 83-5806, Clackamas County Deed Records; THENCE Southeast along the Northeast line of said PGE tract a distance of 120 feet, more or less, to an angle point; THENCE Southwest along the Southeast line of said PGE tract a distance of 75 feet, more or less, to an angle point; THENCE Southeast along the Northeast line of said PGE tract a distance of 20[illegible] feet, more

or less, to a point on the Northwest line of South End Road (County Road No. 945, a 60 foot right-of-way); THENCE Southwesterly along the Northwest and West lines of said South End Road a distance of 4100 feet, more or less, to the intersection of the West line of said South End Road with the Southwesterly extension of the Southeast line of Barker Avenue (a 50 foot right-of-way), said line being also the Northwest line of the duly recorded plat of Lawton Heights (County Plat No. 289); THENCE N. 52° 55' E. along said Southwesterly extension a distance of 75 feet, more or less, to the East line of said South End Road; THENCE North and Northeast along the East and Southeast lines of said South End Road a distance of 4400 feet, more or less, to the intersection with the South line of said High Street; THENCE Southeast along the South line of said High Street a distance of 35 feet, more or less, to the intersection with the Southeast line thereof; THENCE Northeast along the Southeast line of said High Street a distance of 2750 feet, more or less, to the **POINT OF BEGINNING.**



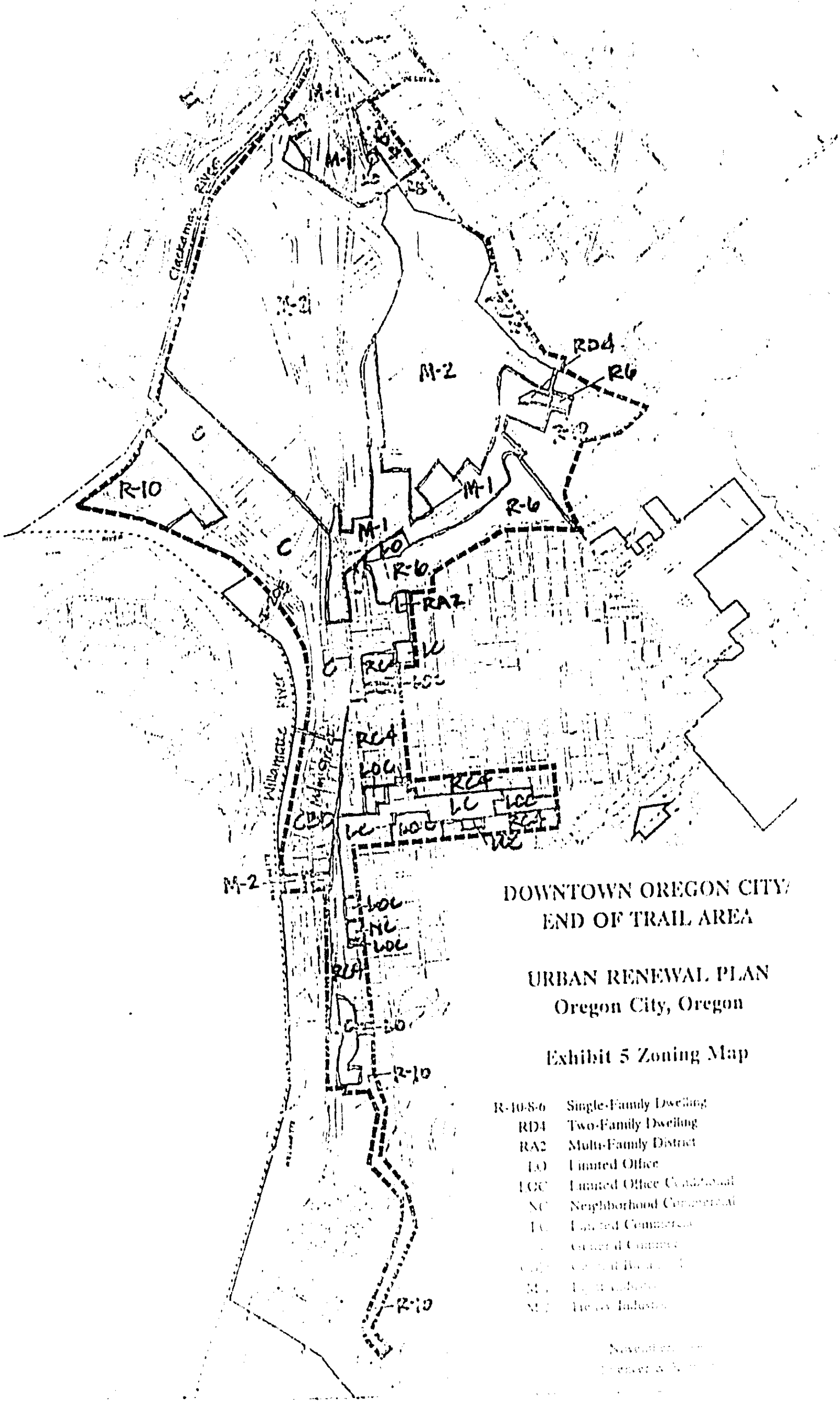
DOWNTOWN OREGON CITY/ END OF TRAIL AREA

URBAN RENEWAL PLAN
Oregon City, Oregon

Exhibit 4 Land Use Map

QP	Public/Quasi Public
LR	Low Density Residential
MR	Medium Density Residential
HR	High Density Residential
MCR	McLoughlin Conditional Use
O	Limited Office
LC	Limited Commercial
C	Commercial
I	Industrial

November, 1999
Spencer & Kupper

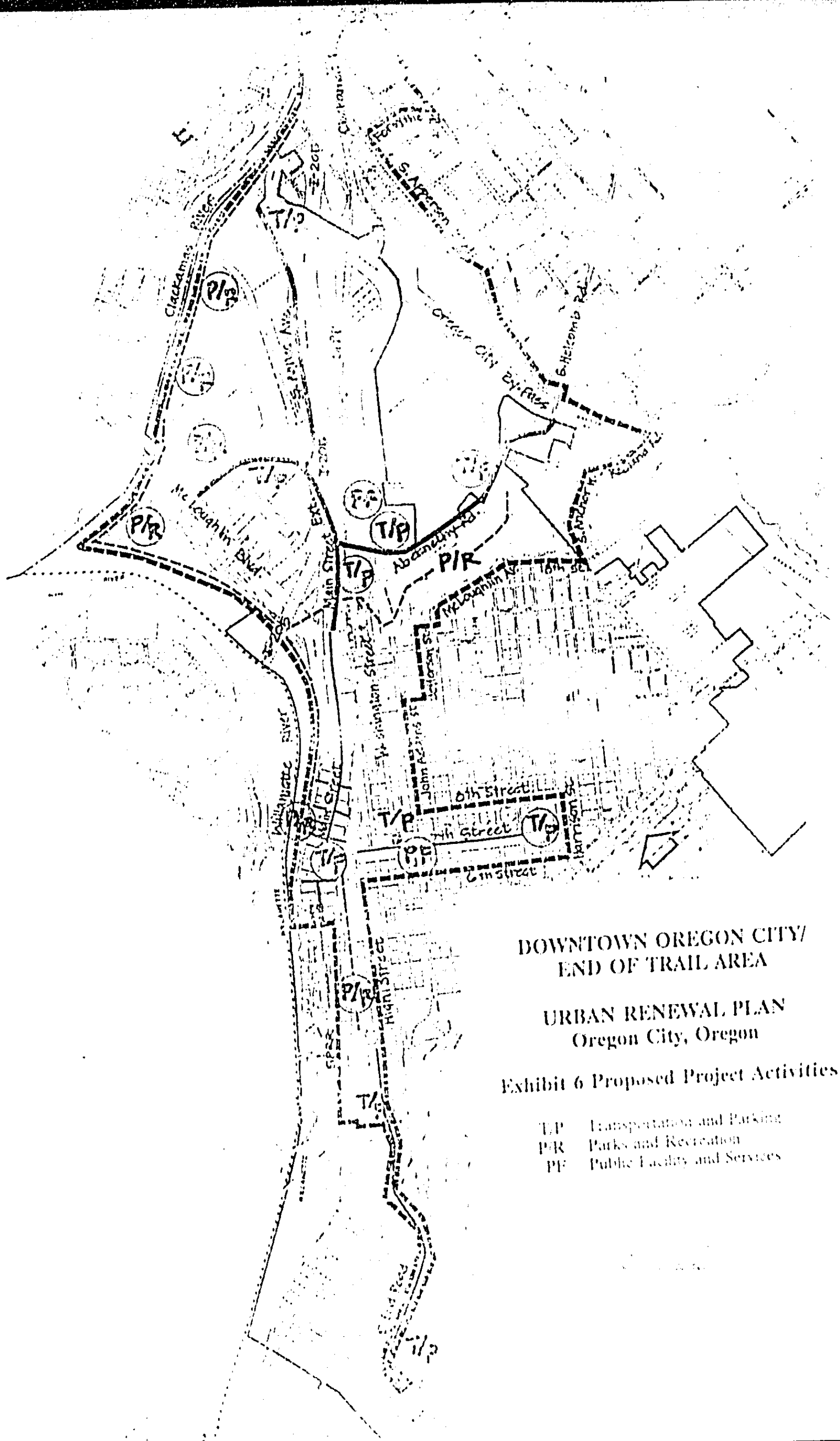


DOWNTOWN OREGON CITY
END OF TRAIL AREA

URBAN RENEWAL PLAN
Oregon City, Oregon

Exhibit 5 Zoning Map

R-10-8-6	Single-Family Dwelling
RD4	Two-Family Dwelling
RA2	Multi-Family District
LO	Limited Office
LCC	Limited Office Commercial
NC	Neighborhood Commercial
LC	Limited Commercial
C	General Commercial
CBD	Central Business District
M-1	Light Industrial
M-2	Heavy Industrial

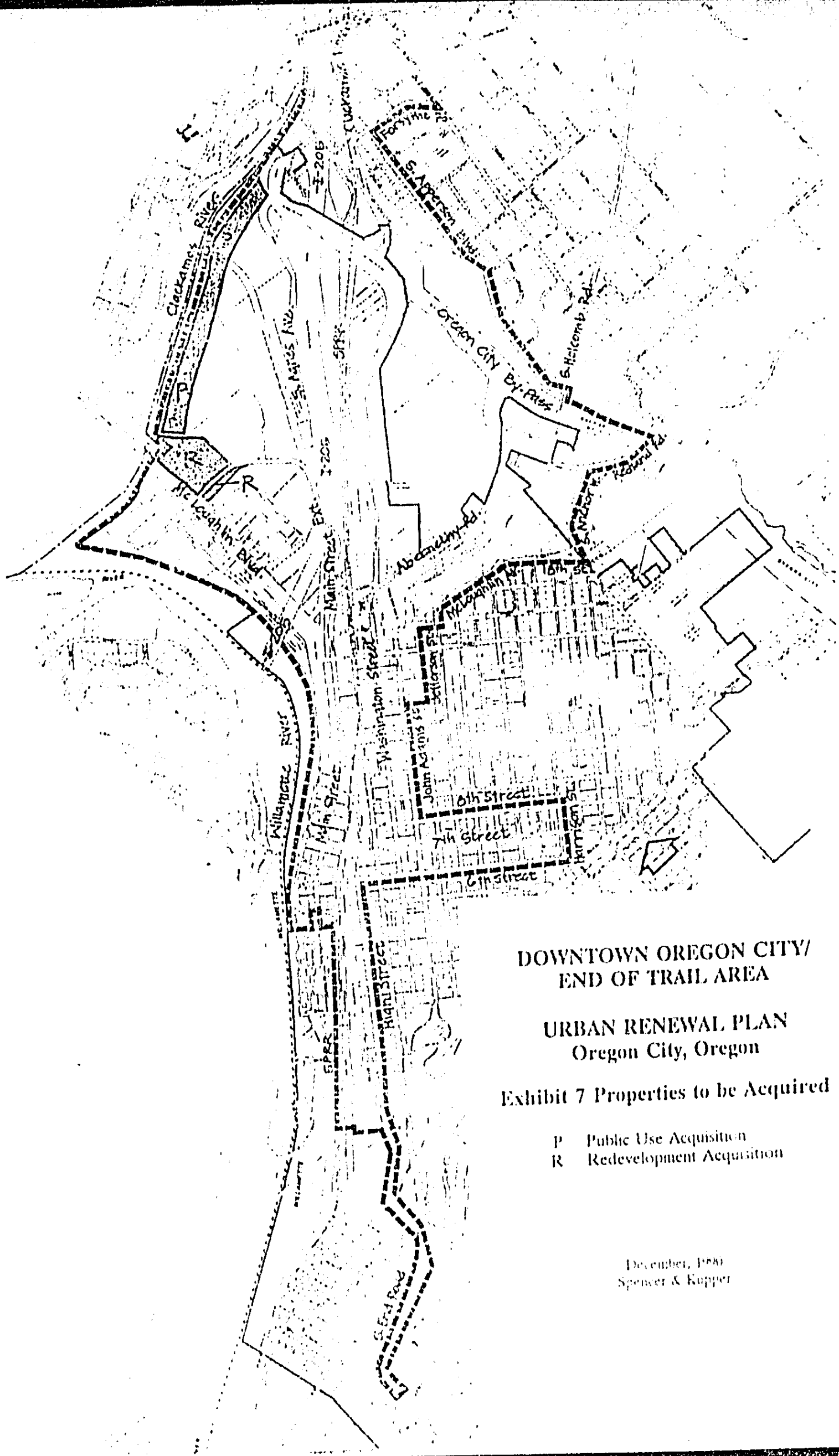


DOWNTOWN OREGON CITY/ END OF TRAIL AREA

URBAN RENEWAL PLAN
Oregon City, Oregon

Exhibit 6 Proposed Project Activities

T/P Transportation and Parking
P/R Parks and Recreation
PF Public Facility and Services



DOWNTOWN OREGON CITY/ END OF TRAIL AREA

URBAN RENEWAL PLAN
Oregon City, Oregon

Exhibit 7 Properties to be Acquired

P Public Use Acquisition
R Redevelopment Acquisition

December, 1980
Spencer & Kupper

Downtown Oregon City/ North End

Report on Renewal Plan

City of Oregon City

Oregon City Renewal Agency

December, 1990

DOWNTOWN/NORTH END RENEWAL PLAN

REPORT ON PLAN

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100 - DESCRIPTION OF CONDITIONS IN THE AREA

A. Physical Conditions

1. Land Area.

ORS 457.420 provides that the total land area of an urban renewal district, when added to the land area of existing renewal areas may not exceed 25% of the City's land area. The land area of Oregon City is approximately 4,686.4 acres. The Hilltop Urban Renewal Area contains 190.2 acres. This renewal area contains approximately 841.8 acres, and will comprise 18% of the City's land area. Together, the Hilltop and Downtown/North End Urban Renewal Areas contain approximately 1,032.0 acres, or 22% of the City's total land area.

2. Existing Land Use and Development.

A parcel by parcel land use inventory of the renewal project area was undertaken in 1990, and was compared with the land use analysis compiled for the Report on the Oregon City Downtown Renewal Plan, 1983. Table 1 on the following page summarizes existing land uses in the project area.

TABLE 1

EXISTING LAND USE

Land Use	Acres	Percent
Public Non-Profit	49.9	5.9
Industrial	95.4	11.3
Residential	72.2	8.6
Vacant	85.1	10.1
Parking	5.1	0.6
Commercial	47.2	5.6
Hwy. Commercial	26.8	3.2
Parks/Open Space	34.6	4.1
Vacant/Undevelopable	113.2	13.4
Right-of-Way	281.3	33.5
Water	31.0	3.7
Totals	841.8	100.0

Source: Spencer & Kupper, 1990

The boundary of the urban renewal area is shown in Exhibit 1 to the Urban Renewal Plan. Sub-districts are shown in Exhibit 2.

While the Area includes Oregon City's downtown and primary industrial district, only 27% of the land area is currently used for productive central area and employment uses. The renewal area includes approximately 510 acres of unproductive vacant land, undevelopable land, right-of-way and water with the majority of remaining land used for industrial, commercial and residential purposes. The unproductive areas comprise over 60% of the project area. The vast majority of unproductive land is used for street, railroad, and freeway right-of-way, and an undevelopable landfill.

The End of Trail sub-district contains the landfill, I-205 and Oregon City By-pass freeway right-of-way, the Clackamas County complex along Abernethy Road, and forest products related industrial uses along Washington Street. METRO's transfer station and solid waste trucking fleet parking area are located near the I-205/By-pass interchange.

A master plan for the End of the Oregon Trail Center, expected to be adopted in 1991, identifies this sub-district as the location for one of two staffed visitor interpretive centers for the Oregon Trail[1]. The Oregon Trail Center was designated by Clackamas County in its "State Regional Strategies Program" as the number one tourism development priority for the County. The master plan calls for a number of elements which will be located on the landfill and in the vicinity of the Washington Street/Abernethy Road intersection. These elements include: emigrant park (public open space on the landfill site); interpretive museum (multi-media center); outdoor living history (indoor and outdoor historical activities); performance area (outdoor amphitheater); festival marketplace (commercial area with restaurants and shops); historic homes district (restored homes for historic interpretation); group cookout area (outdoor); visitor services (lodging and other support facilities); and public open spaces and greenways.

In order to implement this master plan for the End of Oregon Trail Center, transportation and public facility improvements will be required, parking areas developed, fire protection facilities provided, and open space improved. The Urban Renewal Plan may assist in carrying out certain Trail Center activities.

The Lagoon/Waterfront Redevelopment sub-district is located along both the Willamette and Clackamas Rivers. The Willamette River frontage is a narrow band of land between the river and McLoughlin Boulevard. Clackamette Park is located at the confluence of the two rivers, with a motor hotel and marina located to the south. A site once occupied by the old Oregon City sewage

[1]Master Plan: End of the Oregon Trail Center, GSA Partnership, November, 1990.

treatment plant and a fire district training facility is currently being cleared for development. This area suffers from poor access from McLoughlin Boulevard and from other sub-districts in the Renewal Area. In spite of its riverfront location, existing developments do not take full advantage of the location's amenity, and continuous pedestrian access is not provided.

East of McLoughlin Boulevard is the Oregon City Shopping Center, a community center which has undergone some remodeling during the past 7 years. North of the shopping center is a 45 acre lagoon off the Clackamas River surrounded by vacant lands to the north and west, and heavy industrial uses to the east. The area has good visibility from arterials and the freeway, but access is poor. The lagoon area offers the potential for high quality tourist commercial, recreation, and housing development to support the adjacent End of Oregon Trail Center and the potential expansion of the Oregon City Shopping Center. The existing industrial uses located on the lagoon and adjacent to the shopping center are incompatible with these commercial and planned tourist-related and recreational uses. Relatively small parcels in multiple ownerships are also a deterrent to redevelopment. Transportation improvement are needed to serve this area, and link the area to the freeway system. Soils and floodplain problems also present constraints to development.

The Urban Renewal Plan supports the redevelopment of the Lagoon/Waterfront area for tourist-commercial uses related to the End of Trail Center, and the expansion of park and recreation opportunities. Improvements to the transportation system serving the area, park land acquisition and improvement, the development of a boat dock/marina within the lagoon, and redevelopment assistance are project activities found in the Plan.

The Downtown Sub-district contains about 100 acres of land, with about 40 acres or 40% used for commercial and office purposes, including the Clackamas County Courthouse and other County office uses. The majority of the remaining land area is used for right-of-way. The downtown core area

south of 11th Street includes much of the original plat for Oregon City, and has served as a commercial and cultural center since the 1840's. Economic changes during the 1960's through the 1980's have resulted in a district which is losing businesses and investment, suffering from deteriorating structures and infrastructure, and is becoming a concentration of poverty. These characteristics are discussed in detail in Section 100.B of this Report, and in the Report to the 1983 Downtown Renewal Plan[2].

The north end section of downtown is dominated by highway commercial uses, primarily auto sales, and auto service and repair. These uses require large areas for vehicle storage and parking. The use of this area by pedestrians is discouraged by the existing auto uses because street-level activities are not continuous, and are oriented to drivers rather than pedestrians. This north end area lies between the downtown core and the planned End of Trail Center. If the downtown is to take advantage of the large number of visitors expected to the End of Trail Center, attractive pedestrian linkages through the north end will be needed, as will the availability of other transportation modes such as trolley or light rail.

The downtown district is adjacent to the Willamette River. However there are few opportunities for downtown workers, residents and visitors to get access to the riverfront. Improvements are needed to provide for public walkway and viewing areas, public assembly spaces, and a dock capable of accommodating large tourist boats.

The Urban Renewal Plan supports the enhancement of the historic downtown area as a retail and office district. The Plan provides for downtown streetscape improvements, a building facade improvement program, surface parking improvements, and promenade and riverfront improvements. The Plan also calls for the preparation and implementation of a transportation linkages

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[2]Report on the Oregon City Downtown Renewal Plan, Oregon City Urban Renewal Board, December, 1983.

program in order to create attractive linkages between the downtown and the End of Trail Center.

The Park Place Interchange sub-district is made up of a mix of older residential and industrial uses located to the north, east and south of the I-205/Oregon City Bypass interchange. There is also considerable vacant land in this sub-district. This interchange will provide the primary regional access to the planned End of Oregon Trail Center. Visibility of the area is good, but the generally poor quality of the residential and industrial areas create a deteriorating visual impact on the area. There has been little private investment in the area, and the pubic improvements such as streets, sewers and water are either lacking or in poor condition. In order for new development to occur, a significant assessment for new sanitary sewage improvements will be needed. This assessment has discouraged development and redevelopment of the area. The Urban Renewal Plan provides for a development and redevelopment assistance program in order to encourage land uses which take advantage of the proximity of the interchange, and will act as attractive gateway developments to the End of Trail Center.

The Washington/7th Street Corridor sub-district lies east of the downtown, and connects the lower downtown area to the Hilltop area further to the east. The Washington Street corridor is primarily single family residential, and includes several historic homes and churches. The 7th Street corridor has a mix of neighborhood commercial, office and public uses along 7th Street, with single family residential uses along 8th and 6th Streets. High traffic volumes on Washington Street are incompatible with the area's residential character. Along 7th Street, a number of the commercial buildings are in poor condition, and several buildings are vacant. High traffic volumes, lack of on-street parking, inadequate sidewalks and pedestrian features, and the generally poor visual quality of the corridor contribute the deterioration along 7th Street.

The Urban Renewal Plan provides for traffic management improvements in the Washington/7th Street sub-district in order to discourage through traffic

on Washington Street. Streetscape and parking improvements along 7th Street are planned, and a facade/building rehabilitation assistance program will improve the commercial corridor.

The Heritage Center sub-district is focused on a new Clackamas County historical museum located off Highway 99E. This sub-district is the southern-most entrance to Oregon City from Highway 99E, and a connecting link along South End Road between the Hilltop area and the downtown. The south end of the McLoughlin Promenade is also located here. The Heritage Museum is an important regional tourist destination, but is surrounded by a mix of older incompatible land uses such as a tavern, cafe, garages and group home located along Highway 99E. The remainder of the sub-district is primarily residential. Traffic capacity and safety problems hinder the use of the Heritage Museum and South End Road. Additional parking is needed to serve the McLoughlin Promenade. The Urban Renewal Plan provides for transportation improvements within the Heritage Center sub-district.

3. Comprehensive Plan and Zoning Designations.

The Oregon City Comprehensive Plan designates the renewal area for a mix of land uses. Exhibits 4 and 5 in the Urban Renewal Plan show the existing Comprehensive Plan and Zoning designations for the Area. Comprehensive Plan goals, objectives and policies which support the Urban Renewal Plan are listed in the Appendix. The predominant plan designations for the End of Trail area are industrial and public/quasi public. When the End of Oregon Trail Center Master Plan is approved, it is anticipated that specific amendments to the Comprehensive Plan and Zoning Map will be required.

The Lagoon/Waterfront area is currently planned for a mix of industrial, commercial and park uses. An application is currently under consideration by the City of Oregon City to redesignate lands around the lagoon for tourist

commercial uses. Additional design and development regulations are needed for this area in order to ensure a high quality development which is fully compatible with the End of Oregon Trail Center.

The primary designation in the downtown district is commercial. The core area has a central business district zone, while the north end is zoned for general commercial uses. The Park Place district is planned for industrial and medium density residential uses. Major comprehensive plan amendments are not anticipated in these sub-districts.

The Washington Street corridor is designated for conditional residential uses, as are the areas along 8th Street. Limited Commercial designations are found along 7th Street and the northern end of High Street. Quasi public, public and office designations are found along 6th Street. The Heritage Center area has a mix of public and quasi public use designations, and a small commercial area along 99E. A conditional residential designation is used along the southern end of High Street.

In general, comprehensive plan and zoning designations reflect the existing land uses throughout the Urban Renewal Area. New development and redevelopment will be consistent with these designations. There is a need to develop more specific design and development plans within the sub-districts in order to establish specific quidelines for public improvements and private developments. Preparation of these design plans are authorized by the Urban Renewal Plan.

4. Building Use and Condition.

A survey of building use and condition was conducted in 1990. This survey was compared with an analysis of building conditions prepared for the Report on the Oregon City Downtown Renewal Plan, 1983. Table 2 summarizes the results of the survey.

TABLE 2

EXISTING BUILDING INVENTORY

Use	Poor Condition	Vacant
Public	1	
Industrial	6	1
Commercial	19	23
Residential	33	3
Totals	59	27

Source: Spencer & Kupper, 1990, and Report on the Oregon City Downtown Renewal Plan, 1983.

Building conditions were evaluated by identifying structures suffering from deferred maintenance or substandard/dilapidated. The survey evaluation was compared to an analysis of fire/life safety code concerns for the downtown area prepared in 1983. Only buildings identified as having overall structural integrity problems are included in Table 2. A total of 59 structures were found to suffer from deferred maintenance, or were substandard and dilapidated. Twelve commercial buildings in the downtown and 7 commercial buildings along 7th Street are in poor condition. Off the 33 residential structures found to be in poor condition, seven are in the Park Place district, 16 within the Washington/7th Street Corridor, and 10 in the Heritage Center district, including an apartment complex located on 99E. Approximately 17 of the structures found vacant during the assessment are located in the downtown.

5. Streets, Transportation and Access.

A Transportation Master Plan[3], prepared in 1989 evaluates the transportation problems throughout the City, and identifies transportation improvements required to correct existing deficiencies, and improvements which will be needed in the future as the City of Oregon City continues to grow.

Streets

Existing traffic volumes were analyzed and intersection levels of service determined for the major streets and intersections in the Urban Renewal Area. In general, most signalized and four-way stop intersections now operate at an acceptable service level. The primary exception is the McL ghlin Blvd./Oregon City Shopping Center north access, which currently operates at an unacceptable level.

Traffic accidents were evaluated as part of the master plan. Of the 35 locations evaluated, four of the five locations with the greatest number of accidents are located in the Renewal Area. These locations are the intersections of 14th/Main, 14th/Washington, McLoughlin/Tumwater, and 10th/Main. Twenty of the 35 locations with the highest accident rates are located in the Renewal Area.

Short-term improvement needs were identified in the master plan to address existing transportation deficiencies. Roadway improvement needs located in the Renewal Area include:

- Agnes Avenue-develop an improved connection to Main Street Extension.
- Main Street Extension-widen roadway under McLoughlin Blvd. bridge.
- Washington Street-widening, and curb/gutter construction

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[3]Oregon City Transportation Master Plan, CRSS, Inc., August, 1989.

Short-term intersection geometry/lane modification needs located in the Renewal Area include:

- 7th Ave./Singer Hill/High St.
- 7th Ave./Taylor St./Division St.
- Tumwater Dr./McLoughlin Blvd.
- 7th St./Washington St.
- 11th St./McLoughlin Blvd.
- 13th St./McLoughlin Blvd.

In addition nine short-term signal improvements were identified at signalized intersections located in the Renewal Area.

Long-term transportation improvement needs are identified in the Transportation Master Plan based on year 2009 forecasts using METRO's regional growth scenario. Long-term transportation improvement needs located in the Renewal Area include:

- I-205/Park Place-interchange modifications.
- 17th St./Abernethy Rd./Washington St.-Abernethy Creek bridge reconstruction.
- S. 2nd St./McLoughlin Blvd.-new turn lanes and signalization.
- Anchor Way-realignment and widening of Abernethy Creek Bridge.
- Abernethy Road-realignment and extension to intersect with Main Street Extension.
- Main Street (17th St. to McLoughlin Blvd.)-widen shoulders and street to three lane section.

Many of these short and long-term transportation improvements identified in the Transportation Master Plan are included as project activities in the Urban Renewal Plan. The master plan identifies short-term improvements which are needed to address existing traffic capacity and safety problems. The master plan also identifies long-term improvements needed to address future

problems. These improvements are needed in the Renewal Area in order to adequately serve existing development, and to provide access and traffic capacity to serve future development and redevelopment.

Parking

Both on and off-street parking is available throughout the Renewal Area, with the largest concentration of parking located in the downtown. A total of 737 spaces are downtown, with 233 spaces private and 504 public. Public parking is managed by the City in a parking program called "Zone Park". Public spaces are used for contract parking, daily use paid parking, one hour free parking, and long term free parking. A business validation program is in place downtown.

The Transportation Master Plan recommends parking improvements which will be needed to better use and manage existing spaces downtown, and to address the need for additional parking east of the downtown. The key recommendations are to:

- Increase the number of off-street parking spaces available to the public.
- Improve and screen parking lots with landscaping and other improvements.
- Develop a standard sign system for all downtown parking lots.
- Form a parking management cooperative among parking lot owners.
- In the Washington/7th Street Corridor, develop one or more off-street parking lots.

The Urban Renewal Plan provides for the implementation of the parking improvement program recommended in the Transportation Master Plan.

The End of Trail Center Master Plan calls for a number of elements which will be located on the landfill and in the vicinity of the Washington

Street/Abernethy Road intersection. These elements include: emigrant park (public open space on the landfill site); interpretive museum (multi-media center); outdoor living history (indoor and outdoor historical activities); performance area (outdoor amphitheater); festival marketplace (commercial area with restaurants and shops); historic homes district (restored homes for historic interpretation); group cookout area (outdoor); visitor services (lodging and other support facilities); and public open spaces and greenways. Parking facilities will be an important supporting improvement for all of these plan elements. The Urban Renewal Plan anticipates assistance in development of parking facilities to support the End of Trail Center.

Other Modes

Five public transit lines serve Oregon City and the Renewal Area. There is no formal off-street bus transfer center, so buses must stop on-street to pick up and discharge passengers. Southern Pacific Railroad operates freight rail services on two main line tracks which bisect the Renewal Area. Spur lines also serve the newsprint mill south of McLoughlin Boulevard, and a lumber company north of 17th Street. Five grade-separations and two at-grade crossings are located in the Renewal Area. There are two public marina/boat ramp facilities in the Area, one at the end of Clackamette Park Drive under the I-205 bridge (Sportcraft Marina), and a boat ramp in Clackamette Park.

The Transportation Master Plan identifies a potential for a future extension of light rail transit along McLoughlin Boulevard, with a logical terminus in the lagoon area east of McLoughlin and north of I-205. Such a station could be linked to downtown by a shuttle bus or a trolley line along Main Street. This trolley line may be feasible in the short-term if the development of the Lagoon area and the End of Trail Center progresses as planned.

The Transportation Master Plan also includes a water transportation plan for the City. The elements of the water transportation plan located in the Renewal Area include:

- Develop a new public marina in the Lagoon area.
- Replace/supplement the existing marina under the I-205 Bridge.
- Develop a downtown public dock at the foot of 8th Street.

The Urban Renewal Plan provides for the implementation of the water transportation plan as recommended in the Transportation Master Plan.

Improvements to the "streetscape" in commercial districts is an important element in commercial area revitalization. An attractive environment will help attract retail customers and office workers. Streetscape improvements in the downtown core area and along 7th Street are needed to improve the local environment for pedestrians.

6. Parks and Open Space

Two existing regional parks are located in the Renewal Area. Both parks are considered regional parks in the City's Park Master Plan because they serve the specific needs of an entire region. Clackamette Park is a 21.8 acre riverfront park located at the confluence of the Willamette and Clackamas Rivers. This park has been evaluated as a "fair" facility, considering layout, landscaping, type of facilities, and condition of facilities. The second park is Kelly Field, an 8.4 acre playfield located near the intersection of Abernethy Road and Washington Street. Kelly Field has been rated as "good".

The other park and open space located in the Renewal Area are Library Park, a 1.3 acre neighborhood park located on 7th Street, the 0.8 acre McLoughlin House (historic), and the 5.1 acre McLoughlin Promenade (scenic walkway corridor). Each of these park and open space facilities have been rated as "good".

The Oregon City Park Master Plan is currently under review and revision. The standards, inventory and projected needs element of the plan has been completed. Existing parks and open space in Oregon City includes 137.6 acres for an average of 8.11 acres of parkland per 1,000 population. The recommended park standard for the City, based on the "Recreation, Park and Open Space Standards and Guidelines", prepared by the National Recreation and Park Association is 10.4 acres/1,000 population. Based on these standards, there is a need for an additional 39.2 acres of park to serve the existing population. During the next 20 years, the population of Oregon City is expected to increase to approximately 34,000. This population will require approximately 353.6 acres of parkland. In order to meet this future need, the City will have to provide an additional 216 acres of park and open space lands.

The End of Oregon Trail Center Master Plan identifies public open space and greenways as one of 12 physical components which will make up the End of Trial Center. The master plan recommends that public greenway improvements should be implemented and enhanced along the Willamette and Clackamas Rivers, Parker's Lagoon and Abernethy Creek. By providing open space and greenways as a part of the End of Trail center, the park and open space needs of the entire community can be addressed. The Urban Renewal Plan provides for a number of park and recreation improvements which will implement the End of Oregon Trail Center Master Plan, and address the needs of the community. These improvements include the Lagoon/Waterfront parkland acquisition and development, a river access trail, a tour boat dock/marina within the Lagoon, Clackamette Park improvements, 8th Street dock improvements, McLoughlin Bluff improvements, and Abernethy Creek improvements.

7. Public Facilities and Services

A City Facilities Plan[4] has identified needed improvements to public facilities located in the Urban Renewal Area. The Facilities Plan recommends that the existing fire station on 7th Street be abandoned, and two new fire stations be constructed. One of the new stations is planned for the Abernethy Road area. This new Abernethy Station is needed to serve the planned End of Oregon Trail and Lagoon redevelopment areas, and newly annexed residential areas to the northeast of the Renewal Area. A 3800 sq.ft. station is planned. In addition, the training facility, formerly located south of Clackamette Park, will need to be replaced.

The historic Carnegie Library located on 7th Street contains approximately 6600 sq.ft. of building area. In comparing Oregon City's library facilities with facilities in other cities, the City Facilities Plan found that "This square footage and the square footage/per capita are the lowest of any of the comparable cities and obviously inadequate by any recognized standard for library service." The configuration of the existing building also reduces the usable library area. Another problem identified in the City Facility Plan is the lack of library parking. A minimum of 100 to a maximum of 150 parking spaces has been documented.

The Urban Renewal Plan provides for the site acquisition and construction of a new fire station in the End of Trail area, and assistance in restoration and improvements to the historic Carnegie Library.

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[4]Oregon City Facilities Study Final Report, Barrentine/Bates/Lee, July, 1990.

B. Economic Conditions

There has been little or no improvement in general economic conditions in the project area since Oregon City's first attempt at urban renewal efforts in 1983. Oregon City's population and building value growth during the 1980's was concentrated almost entirely in the newer residential and commercial areas in the southern and Hilltop areas of Oregon City. The project area, comprising the historic downtown, Willamette and Clackamas River frontages, and the area surrounding the Park Place interchange of I-205, was bypassed by this economic growth. As a result, many of the economic conditions cited in the report on the 1983 renewal plan are unchanged, or have worsened.

For example, as evidence of economic deterioration in downtown Oregon City, the 1983 report cited business closures and moveouts, demolition of buildings for parking uses, loss of residential uses, and a growing number of building vacancies, especially on upper floors of commercial properties. These findings were excerpted from a 1978 study of downtown Oregon City by Lord and Associates, an economic consulting firm. In 1989, Lord and Associates produced another study on economic conditions in Oregon City, "Redevelopment Outlook and Strategies: City of Oregon City Central Area". In discussing general market conditions in the Oregon City Central Area, the 1989 study found that, "*Its' role as a retail and office center has diminished in the past 11 years, however. Jereds Outdoor Store has closed, ...Considerably more storefront spaces on Main are vacant or underutilized, and vacancies on second floor office space have increased.*" Underscoring these findings, total assessed values within Oregon City's downtown core have declined $8 million during the period 1983-1990.

The bulk of the project area is located within Census Tract 224. General economic conditions in that Census tract rank it among the poorest in the urbanized areas of Clackamas County, and the Portland metropolitan region. In general, the tract is characterized by a declining population, low household incomes, and a large percentage of elderly population.

"The Regional Factbook", published by the Metropolitan Service District in June, 1988 shows the following household income information for 1985, and provides one illustration of the area's economic condition:

	Median Income	% of Households under $15,000
Clackamas County	$28,505	17.0
Tract 224	$19,535	33.4

The report on the 1983 plan provided information on trends in population and relative income in Tract 224 for the period 1960-1980. "The Regional Factbook" allows an updating of that information through 1985, shown below.

	1960	1970	198	1985
Relative Income (a)	96%	82%	70%	68%
Population	4152	4121	3838	3767

(a) Relative to median for Clackamas County

The above data shows that Census Tract 224 experienced further population loss and income slippage in the period 1980-1985.

Among the factors influencing economic conditions in the project area and its environs is population age characteristics. The population of Census tract 224 contains a high percentage of persons over 65; the elderly comprising 22% of the tract's population in 1985, as against only 10.5% of Clackamas County population. Areas with high concentrations of elderly population typically contain an older building stock, and display little growth. Demonstrating that point, "The Regional Factbook" shows that there were only 21 housing starts in Census Tract 224 in the period 1980-1986. By contrast, Oregon City's other principal Census Tract, 225, had 182 starts in the same period.

The project area contains approximately $63.2 million in true cash values. Total assessed value per acre in the project area is well below the average value per acre for the City. Assessed value in the project area is slightly less than $70,000 per acre, while the City average is well over $100,000. Total true cash values for Oregon City for the 1990-91 tax year are estimated to be $475 million. True cash values in Oregon City's two renewal areas are well within ORS 457's 25% limit on total values within renewal districts.

While economic conditions in the area currently are poor, recent market studies have indicated that Oregon City can expect to benefit from long-term growth in Clackamas County, and that City efforts to assist development in the project area can produce results. Excerpts from three of those studies are contained in Appendix C of this report.

200 - FISCAL, SERVICES, AND POPULATION IMPACTS

By encouraging the use of vacant or under-utilized land within the area, and the rehabilitation of older existing buildings, the plan should substantially increase the assessed value base within the area. It is estimated that approximately $62 million in new building values will be added during the life of the renewal project. With the recent passage of a property tax limitation, adding new property values will become important as a means to increase revenues for governmental services. A $62 million increase in assessed values base can produce $620,000 in additional annual revenues for the non-school jurisdictions levying taxes within the project area.

Improvements to the area's streets, circulation system and infrastructure should reduce Oregon City's operation and maintenance costs, contribute to public safety, and result in reduced demands on public safety services.

Improvements to circulation and traffic flow should result in a reduction of energy consumed per traffic mile, and reduce air pollution and travel time. Pedestrian and bikeway improvements will improve safety, convenience, and provide alternative modes of transportation.

Increased retail, office, tourism and service development is expected to provide new job opportunities for City residents. It is estimated, for instance, that development of the End of Oregon Trail project will produce approximately 60 full time jobs, and the annual impact of visitor expenditures is estimated to be approximately $8.4 million.

Residential development within the renewal area is expected to result in increased population. The City of Oregon City has a substantial supply of vacant residential land. The Clackamas County economy is anticipated to remain strong in the near term, with especially good growth potential in urbanized communties in the I-205 corridor. As a result, Oregon City can anticipate further population increases regardless of renewal plan activity.

Development of vacant and underutilized land within the renewal area is expected to produce 300 new multi-family units. The availability of other land for residential development in the Oregon City area indicates that the residential land within the renewal area would be absorbed on a very gradual basis over the life of the renewal plan. Using an occupancy figures of 1.4 persons per multi-family unit, the assumed level of residential development would increase the renewal area population by 420 persons over a fifteen to twenty year period.

It is expected that occupants of these housing units would include approximately 60 to 65 school age children. This school population will be introduced into the school system very gradually, as new housing units are constructed, and the school population will enter the system at various grade levels. The renewal plan therefore is not expected to produce any impacts on the school population beyond those which could be anticipated through projected growth in Oregon City's general population.

For Police and Fire services, the anticipated demands created by implementation of the plan should not require larger budgets than would result from Oregon City's anticipated overall growth and development over the life of the renewal plan. As noted previously, new values produced in the renewal area can be expected to produce badly needed revenues to help sustain these basic protection services.

The impacts of the project upon street, sewer, and water systems and community facilities are addressed by the activities to be undertaken in this project. The tax impacts on the overlapping jurisdictions within the renewal area are discussed in Section 500 of this Report.

300 - REASONS FOR SELECTION OF THE AREA

The urban renewal area was selected based on Comprehensive Plan policies, Capital Improvement Plan priorities, Master Plans and on the existence of blighting conditions within the area. Those conditions include:

- Streets, transportation, and access in the area and surrounding environs are insufficient to service existing and proposed development.

- A large number of properties in the area are in substandard condition, including historic properties such as the Carnegie Library.

- Water service, sanitary sewer and drainage systems are inadequate to support proposed development and redevelopment of the area.

- Existing parking opportunities in the downtown, End of Trail area, and along other commercial streets are inadequate, and parking improvements are needed to support existing businesses and new developments.

- Existing parks and open space are inadequate. There is a need for over 200 acres of parks and open space in the community, and the riverfront areas located in the Renewal Area are desirable locations for regional recreational activities.

- Fire protection facilities in the Renewal Area are inadequate. As redevelopment of the Lagoon area and construction of the End of Oregon Trail Center proceeds, a new fire station is needed.

- Inefficient lotting patterns, and parcelization of land deter development consistent with the Oregon City Comprehensive Plan.

- A high percentage of land in the area is vacant and under-utilized.

- Underutilization of land, and lack of development severely impair the project area's ability to pay taxes. Average values per acre in the area are well below the overall City average, and the ratio of improvement values to land values is far below that which might be expected in an area planned for commercial and industrial development.

400 - RELATIONSHIP BETWEEN EACH PROJECT ACTIVITY TO BE UNDERTAKEN AND EXISTING CONDITIONS

All project activities described in the Urban Renewal Plan are intended to correct the conditions described in this Report.

- Streets, Transportation and Public Access Improvements will improve access and circulation throughout the Area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

- Streetscape and parking improvements will improve the visual appearance and pedestrian environment in commercial areas, and will provide additional parking facilities needed to serve shoppers, workers and residents.

- Parks and Recreation Improvements will provide for additional park and open space needed by the community, will enhance the redevelopment of the Lagoon area, and will implement a component of the End of Oregon Trail Center Master Plan.

- Public Facility and Services Improvements will provide for a new fire station needed to serve the north end of the Renewal Area, and will assist in the restoration of the historic Carnegie Library.

- Development Assistance programs will support the rehabilitation of existing commercial buildings in the Renewal Plan Area, and will assist in the development of additional medium and high density housing in the Area.

- Property Acquisition will assist in the implementation of required streets and transportation improvements, eliminate incompatible uses, assemble marketable parcels of land, and thereby encourage new investment in the urban renewal area.

- Administration and Planning will assure the effective administration of the urban renewal plan and the various activities contained therein.

500 - FINANCIAL ANALYSIS

A. PROPERTY TAX LIMITATION

On November 6, 1990, Oregon voters approved a property tax limitation measure. The effects of the property tax limitation are taken into account in the financial analysis of this project. Further discussion of the property tax limitation is included in Appendix B of this report.

B. ESTIMATED PROJECT COST AND REVENUE SOURCES

Table 3 of this Report shows the estimated total costs of the Oregon City Renewal Project. From its inception in 1991 until its anticipated termination, total costs for the project, excluding interest on debt service, are estimated at $10,075,000. The principal method of funding the project share of costs will be through use of tax increment financing as authorized by ORS 457. It is expected that tax increment funds will be used to repay borrowings on one or more long-term bond issues, and to pay for other short-term debt incurred through construction and other contracts. While the aforementioned property tax limitation may reduce total tax increment revenues, it does not otherwise appear to effect the tax increment provisions of ORS 457.

Other sources of financing for project activities may include use of Oregon Department of Transportation funds, Oregon Economic Development Department funds, cost sharing with Clackamas County, foundation grants, systems development fees, private development funds, and such other sources as may become available to the Renewal Agency. It also is anticipated that the Renewal Agency will apply for, and make use of funding from other federal, state, local, or private sources as they become available.

C. ANTICIPATED START & FINISH DATES OF PROJECT ACTIVITIES

Table 3 of this Report also shows the expected start and completion date for each project activity. Project activities will begin in 1991, and it is estimated that all activities proposed in this plan will be completed by 2006. At that time, it is estimated there will be sufficient funds to complete all programmed project activities, retire outstanding debt, and terminate the tax increment financing provisions of this project.

This schedule is based upon assumptions regarding the availability of funds to carry out project activities. The availability of funds may, of course, be altered by further interpretation of the effects of the property tax limitation on urban renewal financing. In addition, these start and completion dates may be effected by changes in market conditions, and changes in City priorities for carrying out project activities.

PROJECT ACTIVITY COST AND PHASING
TABLE 3

	EST. COST	START	END
Park Place			
Multi-Family Housing Development Assistance	S 150,000	2002	2004
Park Place Sub-area Design Plan	30,000	1999	2000
Lagoon/Waterfront			
Park Land Acquisiton	500,000	1996	1996
Land Assembly & Site Preparation Assistance	1,500,000	1991	1993
River Access Trail	100,000	2001	2001
Main St. Reconstruction	440,000	1996	1996
Agnes Ave. Reconstruction	700,000	1996	1996
Tour Boat Dock & Marina	250,000	2004	2004
Prepare Lagoon Redevelopment Plan	30,000	1991	1991
Clackamette Park Improvements	200,000	1992	1992
End of Trail Area			
Road Improvements (Inc. R.O.W. and Acquis.)	1,250,000	1996	1996
Parking Improvements & Site Preparation	750,000	2001	2001
Abernethy Creek Improvements	250,000	2002	2002
Upgrade Fire Protection Services	375,000	2006	2006
Downtown Core			
Surface Parking	750,000	1994	1994
Facade Improvements	200,000	1992	2001
Streetscaping	50,000	1995	1995
Building Rehab Loans	300,000	1996	2005
Improve Willamette Falls Viewpoint	50,000	1994	1994
Improve Waterfront Promenade	200,000	2003	2003
8th Street Dock	350,000	2004	2004
McLoughlin Bluffs/Promenade Improvements	50,000	1997	1997
Do Sub-area Design Plan	30,000	1991	1991
Transportation Linkage Study	100,000	2001	2001
Washington-7th Corr.			
Parking Improvements	200,000	2004	2004
Bldg. Rehab Loans	300,000	2005	2005
Streetscape on 7th	100,000	2006	2006
Washington St. Streetscape	50,000	2006	2006
Library Restoration	300,000	2006	2006
Sub-area Design Plan	20,000	1996	1996
Heritage Center			
S. End Road Improvements (Shared Cost with County)	500,000	1998	1998
TOTAL	$10,075,000		

D. ESTIMATED EXPENDITURES AND YEAR OF DEBT RETIREMENT

Table 4 of this Report summarizes the anticipated tax increment receipts for each year of the project, and the disposition of those receipts. *A table providing complete detail of estimated new values, project activities and costs is included in Appendix C of this report.* The assumptions on new true cash values added in the renewal area were prepared in co-operation with City staff. Information on recent market analyses of the renewal area also is included in Appendix C of the report.

The tax rates used to calculate tax increment revenues are based upon the scheduled rates in the Constitutional amendment to the property tax, plus an estimate for levies for debt service. This method of revenue calculation was chosen as a middle of the road alternative. Other methods of calculating renewal revenues might be posited, some yielding higher tax increment revenues than the method used here, others, lower.

It is estimated that the project will produce approximately $12.34 million in tax increment receipts between 1991 and 2006. These funds, along with other revenues, will be utilized to finance project activities, and pay all debt service costs associated with undertaking these project activities. It is anticipated that available tax increment revenues, and the balance of the Bond Debt Service Reserve fund will be sufficient to retire outstanding bonded indebtedness in 2006, and terminate the tax increment financing provisions of the project.

After all project debt is retired, and the project closed out, it is estimated that there will be surplus tax increment funds. These funds will be distributed to the taxing bodies affected by this plan, as provided in ORS 457.

TABLE 4

SUMMARY OF COSTS AND REVENUES
1991-1998

	1991	1992	1993	1994	1995	1996	1997	1998
PROJECT TRUE CASH VALUE								
Total New Values Added	5,000,000	8,700,000	0	5,000,000	6,000,000	2,500,000	3,000,000	3,000,000
Total Value Above Base	5,000,000	13,750,000	13,887,500	19,026,375	27,216,639	29,988,805	33,288,693	36,621,580
Tax Rate	27.00	24.50	22.00	19.50	17.00	17.00	17.00	17.00
Tax Increment Generated	135,000	336,875	305,525	371,014	462,683	509,810	565,908	622,567
TI Collected	131,625	328,453	297,887	361,739	451,116	497,064	551,760	607,003
PROJECT COSTS								
Debt Service	0	194,700	194,700	194,700	194,700	194,700	194,700	194,700
Bond Issue Costs	0	41,580	0	0	0	0	0	0
Project Activities	1,060,000	720,000	20,000	820,000	70,000	2,920,000	240,000	550,000
TOTAL	1,060,000	956,280	214,700	1,014,700	264,700	3,114,700	434,700	744,700
PROJECT REVENUES								
Cash Balance	0	414,574	1,693,938	2,866,879	2,310,777	2,580,049	54,727	169,982
TI Revenues	131,625	328,453	297,887	361,739	451,116	497,064	551,760	607,003
Land Sale Revenue	0	0	0	0	0	0	0	0
Motel Land Sale	1,300,000	0	0	0	0	0	0	0
Lagoon Area - MXD	0	0	1,000,000	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Borrowing Proceeds	0	1,830,000	0	0	0	0	0	0
Interest Earnings	42,949	77,191	89,755	96,859	82,857	92,313	18,195	23,910
TOTAL REVENUES	1,474,574	2,650,218	3,081,579	3,325,477	2,844,749	3,169,427	624,682	820,894
Project Costs	1,060,000	956,280	214,700	1,014,700	264,700	3,114,700	434,700	744,700
Ending Cash Balance	414,574	1,693,938	2,866,879	2,310,777	2,580,049	54,727	189,982	76,194
Dbt. Svc. Reserve	0	194,700	206,382	218,765	231,891	538,364	570,666	604,906

TABLE 4

SUMMARY OF COSTS AND REVENUES
1998-2006

	1999	2000	2001	2002	2003	2004	2005	2006(a)
PROJECT TRUE CASH VALUE								
Total New Values Added	5,000,000	6,000,000	4,000,000	4,000,000	1,000,000	1,000,000	500,000	0
Total Value Above Base	41,987,796	48,407,674	52,891,751	57,420,668	58,994,875	60,504,824	61,690,672	62,307,579
Tax Rate	17.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00
Tax Increment Generated	713,793	774,523	846,268	918,731	943,918	969,357	987,051	996,921
TI Collected	695,948	755,160	825,111	895,762	920,320	945,123	962,374	971,998
PROJECT COSTS								
Debt Service	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700
Bond Issue Costs	0	0	0	0	0	0	0	0
Project Activities	50,000	80,000	900,000	330,000	280,000	880,000	330,000	825,000
TOTAL	244,700	274,700	1,094,700	524,700	474,700	1,074,700	524,700	1,019,700
PROJECT REVENUES								
Cash Balance	76,194	550,606	1,070,239	857,511	1,281,171	1,792,836	1,745,398	2,264,306
TI Revenues	695,948	755,160	825,111	895,762	920,320	945,123	962,374	971,998
Land Sale Revenue	0	0	0	0	0	0	0	0
Motel Land Sale	0	0	0	0	0	0	0	0
Lagoon Area - MXD	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Borrowing Proceeds	0	0	0	0	0	0	0	0
Interest Earnings	23,164	39,173	56,861	52,598	66,045	82,139	81,233	97,089
TOTAL REVENUES	795,306	1,344,939	1,952,211	1,805,871	2,267,536	2,820,098	2,789,006	3,333,393
Project Costs	244,700	274,700	1,094,700	524,700	474,700	1,074,700	524,700	1,019,700
Ending Cash Balance	550,606	1,070,239	857,511	1,281,171	1,792,836	1,745,398	2,264,306	2,313,693
Dbt. Svc. Reserve	641,200	679,672	720,453	763,680	809,501	858,071	909,555	964,128

(a) Debt can be retired, and tax increment provisions terminated

E. IMPACT ON OTHER TAXING JURISDICTIONS

Prior to passage of the Constitutional amendment on property taxes, this section of the report on a renewal plan usually was devoted to discussion of the estimated impacts of the renewal plan on the tax rates of affected taxing bodies. With passage of the property tax amendment, discussion of tax rate impacts may no longer be pertinent or sufficient.

Before discussing estimated renewal program impacts, it must be noted that the Oregon City Finance Department estimates that the property tax limitation will require a compression of the combined tax rate for non-school units of government levying taxes within Oregon City. The combined tax rate for the 1990-91 tax year for the City of Oregon City, Clackamas County (Including Sheriff and Library levies), Metro, Port of Portland, and Vector Control is estimated to be $11.48. This rate is exclusive of levies for bonded indebtedness. The Constitutional amendment will require that these bodies' total levies, exclusive of levies for bonded debt, be raised within a $10 tax rate. Therefore levies likely will need to be reduced. In the following discussion, it must be kept in mind that the urban renewal program will have relatively little impact compared to the levy reductions or compressions required by the property tax amendment.

The exact nature and extent of the impacts of the urban renewal plan upon other entities levying taxes upon property in the urban renewal area will be clarified as provisions of the tax limitation measure are further interpreted in legal and legislative actions. Given the Oregon Attorney General's September, 1990 opinion, the interpretation given to the "bonded indebtedness" of a renewal agency may have important consequences on the "impact" of renewal programs on other taxing bodies. The interpretation could govern the amount of tax increment revenue which would be considered a levy subject to the $10 limitation on non-school taxing bodies.

For example, an interpretation which finds that all tax increment revenues are

in fact pledged to pay bonded indebtedness would appear to have one set of effects; namely, all annual tax increment revenues could be considered as a debt service levy outside the $10 non-schools limitation. *In that event, the presence of this urban renewal program will, in itself, have no effect on the ability of other taxing bodies to raise their levies within the $10 limitation.* It is likely in this scenario that the renewal agency would be shown on tax bills as a separate taxing body, whose annual levy is entirely for debt service.

Estimated effect - If this interpretation is applied to the annual tax increment revenues forecast in this plan, the tax rates required for renewal agency debt service will range from 1.5 cents to 12.6 cents per thousand of property valuation during the life of the plan.

On the other hand, an interpretation which finds that only some tax increment revenues qualify as being pledged to pay bonded indebtedness has another set of effects; namely, tax increment revenues not considered as pledged to debt service could be construed as a levy which must be raised within the $10 non-schools limitation. In that event, the presence of a renewal program could require an additional compression (beyond any required by the tax limitation amendment) of non-school rates to fit the $10 rate limit. If this interpretation is applied to the annual tax increment revenues forecast in this plan, the plan's annual bonded debt service payments of $196,000 likely would meet the definition of revenues pledged for "bonded indebtedness". Tax increment revenues above the $196,000 amount might then be considered a levy to be raised within the $10 non-school rate.

Estimated effect - Calculations were made assuming that all tax increment revenues above the $196,000 for annual payments on bonded debt service would have to be levied within the $10 rate limitation. Tax revenues therefore might be foregone by the other taxing bodies in order to accommodate the renewal levy within the $10 limit. The calculations show that the revenues foregone by all taxing bodies *entirely as a result of this renewal project* range from approximately $5800 to a high of approximately $36,000 annually. The

most heavily impacted jurisdiction, Oregon City, shows revenues foregone ranging from $3500 to $25,000 annually. The revenues foregone are relatively low because the tax rates set out in the limitation amendment restrain the amount of the renewal levy, and because it is assumed that the renewal levy will be raised on a county-wide basis.

It is worth repeating that the above is an estimate of revenues foregone *if a portion of tax increment revenues must be calculated as a levy within the $10 limitation.* This should not be confused with any overall levy reduction that these bodies might be required to make in order to accommodate the tax limitation requirements. It has been noted that such an overall reduction appears necessary in Oregon City. Also, the word "foregone" must be used cautiously, for those revenues will not be lost to Oregon City, but will instead be dedicated toward capital improvements within the urban renewal area. Finally, these calculations are based several assumptions, any of which could be changed by future interpretations of the tax limitation measure. Full detail of the calculations made here is on file with the City of Oregon City.

Estimated financial effect on schools - At the present time, arguments can be made on a range of possible impacts on schools, including:

1. An argument can be made that schools will levy taxes against all new cash values added in the renewal area. Values added within the renewal district thus would produce new revenues for schools that otherwise would not be realized. In addition, the positive benefits to schools would be realized immediately, rather than at the closeout of the renewal project. This interpretation says that the renewal program produces immediate and positive financial impacts for schools. Assuming a $5 combined school rate, new school revenues created during the life of the renewal plan would range from $25,000 to $310,000 per year.

2. An argument can be made that the State of Oregon will completely take over school funding, and there will be no reliance at all on property tax.

In that event, the renewal plan would appear to have no financial impact on schools, positive or negative.

3. While it appears inconsistent with the Attorney General's September 7th, 1990 opinion, an argument can be made that new values added in the renewal area will not be available for tax purposes until the renewal project is closed out. In that event, using the same $5 rate as employed in the first example, revenues lost to schools during the life of the renewal plan would range from $25,000 to $310,000 per year. When the plan is terminated, values in the renewal area would be expected to produce $310,000 in new revenue for schools.

As Oregon's property tax limitation is given more study, and its ramifications better understood and interpreted, other renewal impacts may emerge. This section provides estimates of impacts, based upon the best information available at this time. ORS 457.460 requires that a renewal agency shall, by August 1 of each year, prepare a statement which contains, among other things, an analysis of the impact of carrying out the renewal plan. While that provision of ORS 457 currently relates to an analysis of tax rate impacts, it can be expected that the Oregon City Renewal Agency will use that annual statement to evaluate other renewal impacts as they become better defined through future legal and legislative interpretation.

F. ANALYSIS OF FINANCIAL FEASIBILITY OF PLAN

Table 4 of this Report shows estimated annual projections of new values added in the renewal area, annual revenues generated by those values, and estimated annual project costs. It is estimated that tax increment proceeds will be required during the period 1991 until the year 2006. It is further estimated that all project activities can be completed, and all outstanding project debt retired during the year 2006, and the tax increment provisions of the project terminated.

The data on anticipated costs and revenues indicates that project revenues will be sufficient to fund project activities in a timely manner, that debt service coverage ratios will be adequate throughout the life of the project, and that there will be sufficient funds to retire project debt prior to its maturity. The data indicates that the urban renewal plan is financially feasible.

The analysis of this Plan's financial feasibility is based upon the current understanding of the effects on urban renewal of the November, 1990 property tax limitation. The judgements and assumptions made in preparing cost and revenue projections are based upon the best information available at the time the plan was prepared. The method chosen for projecting tax increment revenues produces more conservative revenues than other interpretations of the tax limitation amendment would allow.

In the event that changes in circumstances lead to lower revenues than projected in this report, it can be anticipated that the Renewal Agency will respond by reviewing plan activities, changing funding levels, changing priorities, and, if necessary, making amendments to the plan. Such decisions are routinely made during the life of any renewal plan, in order to adapt the plan to changing circumstances, and assure the continuing financial feasibility of the project.

600 - RELOCATION

A. Analysis of Residents and Businesses Requiring Relocation

Acquisition activities contemplated in this plan do not require the relocation of any residents or businesses.

B. Description of Relocation Methods

The Plan does not anticipate the acquisition of property which may result in the displacement of residents and businesses. Should relocation activity subsequently become rquired by this plan, the Renewal Agency will establish a Relocation Policy which will call for assistance to those residents and businesses displaced. Such assistance will include providing information regarding suitable locations, payment of moving expenses, housing referral, and other relocation assistance and payments as deemed necessary.

All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060.

C. Housing Cost Enumeration

This plan does not contemplate the removal of any existing housing units. It is estimated that plan activities will result in the construction of approximately 300 additional multi-family dwelling units. The estimated cost range for these multi-family housing units is $30,000 to $35,000 per unit.

APPENDIX A - COMPREHENSIVE PLAN POLICIES

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0595

REVISED
STAFF REPORT
OREGON CITY PLANNING COMMISSION
November 27, 1990

FILE NO:	URPA-90-02
HEARING DATE:	Tuesday, November 27, 1990 7:00 p.m., City Hall 320 Warner-Milne Road Oregon City, Oregon
APPLICANT:	City of Oregon City Urban Renewal Agency 320 Warner-Milne Road Oregon City, Oregon
REQUEST:	Create a new Urban Renewal Plan and District Boundary for the Downtown/End of the Trail Area.
REVIEWER:	Denyse C. McGriff
CRITERIA:	ORS 457.095 outlines the approval of the Urban Renewal Plan by Ordinance and the contents of that ordinance.

"The ordinance shall include determinations and findings by a the governing body that:

(1) Each urban renewal area is blighted;

(2) The rehabilitation and redevelopment is necessary to protect the public health, safety, or welfare of the municipality;

(3) The urban renewal plan conforms to the comprehensive plan and economic development plan, if any, of the municipality as a whole and provides an outline for accomplishing the urban renewal projects the urban renewal plan proposes;

(4) Provision has been made to house displaced persons within their financial means in accordance with ORS 281,045 to 281.105 and, except in the relocation of elderly or handicapped individuals, without

displacing on priority lists persons already waiting for existing federally subsidized housing;

(5) If acquisition of real property is provided for, that it is necessary;

(6) Adoption and carrying out of the urban renewal plan is economically sound and feasible; and

(7) The municipality shall assume and complete any activities prescribed it by the urban renewal plan. (1979 c621 §3)"

BASIC FACTS:

1. The City of Oregon City originally approved the Oregon City Downtown Renewal Plan on December 14, 1983.

2. The Urban Renewal Area contained 339.2 acres and consisted of two non-contiguous areas: An area located parallel to the Willamette River which includes the Downtown Core and the upper or hilltop area of Oregon City.

3. The Planning Commission approved URPA 89-01 in September 1989. That amendment (the first) added 67 acres to the hilltop area of the urban renewal plan.

4. The Planning Commission approved URPA 90-01 in August 1990. That amendment (the second) removed the downtown area from the District and created a separate district for the hilltop area containing 189.90.

5. The purpose of the District is as follows:

   a. Assist in preparing plans, comprehensive plan amendments and zoning changes in order to implement the End of the Oregon Trail Center Plan and related tourist commercial developments. When these plans and amendments are approved, amend this urban renewal plan to include project activities in support of these plans and amendments.

   b. Direct short-term (0-5 years) public investments into areas with the greatest development and redevelopment potential. These areas are the End of the Trail, and Lagoon/Waterfront Area.

   c. Establish on-going business assistance programs in the Downtown area in the short-term which are designed to

etscape and building facades for
nd tenants.

ars) and long-term (11-15 years)
in Downtown, Park Place,
and Heritage Center to support
nd residential uses, and to
estment.

n: City/End of the Trail Urban
900± acres. The area contains
for limited commercial, central
ommercial and industrial uses.

o produce relatively high levels
s for the community.

Plan Policies apply to this

participation in all functions of
d-use planning."

diversified economic community
oods, services and employment

pportunities become available,
ess to industrial and commercial
oved to facilitate flow of goods
tential customer. Particular
ocus on relieving congestion on
ard (Highway 99E) and Cascade
way 213)/Molalla Avenue.

retail growth by:

land for retail use in areas along
major arterials and transit

on

ervation and rehabilitation of homes
gs of historical and architectural
gon City.

inventory historic properties and
Oregon City to determine which are
reservation and restoration.

preservation of significant landmarks
tural, historic or aesthetic value,
ve to orient and direct people.

patible architectural design of new
local historic districts, and the
wn area."

our scarce natural resources while
urban environment.

d

s landfill site presents a potential
c health if the site is altered or
e is designated for industrial uses
ehensive Plan and upon annexation to
. zoning would apply. To assure that
ntal hazards are not created through
the site, any changes or alterations
lon, review and approval by the
onmental Quality. The review shall
the issuance of development permits."

sed development in the Sensitive
n on page F-28, notice shall be given
nt of Environmental Quality.

H. Energy Conservation

"Goal

Plan urban land development which encourages public and private efforts towards conservation of energy.

4. Encourage the re-use of the existing building stock.

5. Encourage non-petroleum means of transportation by constructing bikeways and sidewalks."

J. Parks and Recreation

"Goal

Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

25. Waterfront recreational and park development along both the Willamette and Clackamas Rivers will be given a major emphasis over the next several years to provide recreational resources for future generations."

K. Willamette Greenway

"Goal

Maintain the adopted Greenway Boundary and required procedures to ensure the continued environmental and economic health of the Willamette River.

Policies

4. Major scenic views, drives and sites of the Greenway will be preserved.

6. The natural environment surrounding the Willamette River will be preserved.

7. New development within the flood plain will be restricted to development which does not endanger live or property in the event of a flood.

9. Public and private recreational development will be encouraged on sites suitable for the proposed uses."

L. Transportation

"Goal

Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

ANALYSIS AND FINDINGS

1. Regarding criterion 1, the proposed plan location has blighted areas. A high percentage of the properties (½ to ¾) in the proposed plan area are in substandard condition as related to improper facilities, transportation and incompatible land uses.

2. Regarding criterion 2, the rehabilitation and redevelopment is necessary to protect the public health, safety or welfare of Oregon City. The pattern of vacant and underutilized land, incompatible land uses, impaired investments; and static and declining values in the proposed plan area deprives Oregon City and other taxing jurisdictions of revenues needed to provide public services.

3. Regarding criterion 3, the proposed Downtown Oregon City/End of the Trail Urban Renewal Plan conforms to identified goals and policies of the Comprehensive Plan. The proposed plan list provides a project list for accomplishing the needed improvements as follows:

(a) Section B: Citizen Participation

"4. Encourage citizen participation in all functions of government and land-use planning."

o The development of this plan has had public meetings held by the Urban Renewal Advisory Board, the Planning Commission, the Urban Renewal Agency and the City Commission. All work sessions and meetings were advertised to allow for maximum citizen participation.

(b) Section D: Commerce and Industry

"Goal

Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity.

Policies

1. As funds and opportunities become available, transportation access to industrial and commercial areas shall be improved to facilitate flow of goods and increase potential customers. Particular attention will focus on relieving congestion on McLoughlin Boulevard (Highway 99-E) and Cascade Highway South (Highway 213)/Molalla Avenue.

5. Encourage continued retail growth by:

   a. Designating land for retail use in areas along or near major arterials and transit lines;...

o End of Trail: Public improvements are needed to support the End of the Oregon Trail Center. The EOT Center will contain an interpretive center, outdoor/living history quarter, amphitheater, restored 1850's district, an immigrant park, festival marketplace and related parking. Improvements are needed now to address existing problems in the area. Public improvements anticipated in this plan include.

- Road improvements including right-of-way acquisition and relocation
- Parking and site preparation improvements
- Fire protection facilities
- Abernethy Creek Improvements

o Lagoon/Waterfront Area: This area will be redeveloped for tourist commercial uses directly related to the End of the Trail Center, and existing parks will be enlarged and enhanced. Tourist commercial uses in the lagoon area include hotels, restaurants, marinas, and housing. Clackamette Park will also be expanded and improved and expanded along both the Willamette and Clackamas Rivers. Public investments and improvements anticipated in this plan include:

- Lagoon redevelopment plan
- Park land acquisition/development
- Clackamette Park improvements
- River access trail
- Mixed-use project site assembly and preparation
- Main Street and Agnes Avenue reconstruction
- Tour boat dock and marina

(c) Section E: Historic Preservation

"Goal

Encourage the preservation and rehabilitation of homes and other buildings of historical and architectural significance in Oregon City.

Policies

1. Identify and inventory historic properties and districts in Oregon City to determine which are suitable for preservation and restoration.

2. Assist in the preservation of significant landmarks with architectural, historic or aesthetic value, which also serve to orient and direct people.

3. Encourage compatible architectural design of new structures in local historic districts, and the central downtown area."

o The historic downtown area will be enhanced. Public investments and improvements include:

- Historic buildings analysis; conservation/development program
- Downtown streetscape improvements
- Building facade improvement program
- Promenade and viewpoint improvements
- Library rehabilitation assistance
- Building rehabilitation assistance
- Streetscape improvements on Seventh

(d) Section F: Natural Resources

"Goal

Preserve and manage our scarce natural resources while building a liveable urban environment.

Policies

Environmental Hazard

The former Rossman's landfill site presents a potential danger to the public health if the site is altered or disturbed. The site is designated for industrial uses on the County Comprehensive Plan and upon annexation to the City, industrial zoning would apply. To assure that potential environmental hazards are not created through the development of the site, any changes or alterations

requires notification, review and approval by the Department of Environmental Quality. The review shall take place prior to the issuance of development permits."

Sensitive Aquifers:

1. For any proposed development in the Sensitive Aquifer as shown on page F-29, notice shall be given to the Department of Environmental Quality.

o Public improvements are needed to support the End of the Oregon Trail Center. The EOT Center will contain an interpretive center, outdoor/living history quarter, amphitheater, restored 1850's district, an immigrant park, festival marketplace and related parking. Improvements are needed now to address existing problems in the area. Public improvements anticipated in this plan include:

- Road improvements including right-of-way acquisition and relocation
- Parking and site preparation improvements
- Fire protection facilities
- Abernethy Creek improvements

Any proposed improvements shall require notification, review and approval by DEQ.

(e) Section H: Energy Conservation

"Goal

Plan urban land development which encourages public and private efforts towards conservation of energy.

4. Encourage the re-use of the existing building stock.

5. Encourage non-petroleum means of transportation by constructing bikeways and sidewalks."

o To improve the linkages between the downtown and End of the Trail area, special design and transportation plans will be prepared. The design plan will identify needed public and private improvements and development and redevelopment standards for the downtown area. The transportation plan will improve the flow of people and vehicles between these two activity areas, and should consider pedestrians, bicycles, automobiles and special modes such as trollies and light rail.

- Building facade improvements in Downtown and Seventh Street will encourage reuse of existing building

stock.

(f) Section J: Parks and Recreation

"Goal

Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

25. Waterfront recreational and park development along both the Willamette and Clackamas Rivers will be given a major emphasis over the next several years to provide recreational resources for future generations".

(g) Section K: Willamette Greenway

"Goal

Maintain the adopted Greenway Boundary and required procedures to ensure the continued environmental and economic health of the Willamette River.

Policies

4. Major scenic views, drives and sites of the Greenway will be preserved.

6. The natural environment surrounding the Willamette River will be preserved.

7. New development within the flood plain will be restricted to development which does not endanger life or property in the event of a flood.

9. Public and private recreational development will be encouraged on sites suitable for the proposed uses".

o Lagoon/Waterfront Parkland Development: Parkland will be developed as part of this Plan. Land assembly for public parks along the Clackamas and Willamette Rivers will be accomplished as part of this plan. Clackamette Park will be enlarged, and a new park site will be created along the Clackamas River as part of the Lagoon Redevelopment project. Parkland acquisition activities include land acquisition, relocation, and site preparation.

River Access Trail: A river access trail will be constructed along the Clackamas and Willamette Rivers linking the Park Place area to Downtown Oregon City.

Improvements may include but are not limited to site preparation, trail construction, parking, landscaping, furnishings and other elements as required.

Tour Boat Dock/Marina: Participate in a joint public/private development of a tour boat dock and marina in the Lagoon/Waterfront Area. Improvements may include but not be limited to site preparation, dock/marina facilities, parking, utilities, landscaping, furnishings and other elements as required.

Clackamette Park Improvements: Construct landscaping and park improvements within Clackamette Park. Improvements include but are not limited to site improvements, street and parking improvements, landscaping, irrigation, lighting, furnishings, restrooms, day-use structures, and boat ramp improvements.

Eighth Street Dock and Waterfront Area Improvements: Public improvements along the Willamette Riverfront will enhance one of the most significant aspects of the Renewal Area. Improvements including a riverfront promenade, plaza, park, viewing area and dock capable of accommodating large tourist boats will be constructed. A pedestrian/bike path from Clackamette Park along the Willamette River to the riverfront promenade will also be completed.

McLoughlin Bluff/Promenade Improvements: A series of improvements will be completed in the Downtown area. These improvements include but are not limited to improvement of landscaping along the Willamette Bluff, and improvement of the McLoughlin promenade and 99-E pedestrian way.

Abernethy Creek Corridor Improvements: Construct landscaping and park improvements along the Abernethy Creek Corridor.

(h) Section L: Transportation

"Goal

Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

o Projects include:

Main Street Reconstruction: Main Street in the Lagoon/Waterfront area will be reconstructed to improve

access to and within the area, increase traffic capacity, and provide pedestrian and bicycle improvements. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

Agnes Avenue Reconstruction: Agnes Avenue in the Park Place and Lagoon/Waterfront areas will be reconstructed to improve access to and within the area, increase traffic capacity, and provide pedestrian and bicycle improvements. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

End of the Trail Road Improvements: Road improvements to Washington Street, Abernethy Road and other local streets are required to provide access to and within the End of the Trail Area. Improvements include but are not limited to roadway reconstruction, sidewalks, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

End of the Trail Parking Improvements: Parking improvements required to serve the End of the Trail Area will be completed. Improvements include but are not limited to property acquisition and relocations, site preparation, parking facility construction, landscaping, signage, utility relocation, drainage and other elements as required.

Downtown/Seventh Street Parking Improvements: Surface parking improvements in Downtown along Railroad Avenue and in the Seventh Street corridor will be completed to serve existing and future shoppers and workers expected in both areas. Improvements include but are not limited to property acquisition and relocation, site preparation, parking facility construction, landscaping, signage, utility relocation, drainage and other elements as required.

Downtown and Seventh Street Area Streetscape Improvements: A streetscape design and improvement project to improve downtown streets and Seventh Street in order to make the areas more attractive and comfortable for pedestrians, shoppers and tourists. Improvements include but are not limited to sidewalk widening, street trees and landscaping, paved crosswalks,

alleyways and parking area improvements, street furniture, plazas, street improvements, signals and other streetscape improvements.

Washington Street Traffic Diversion: A traffic diversion program will be completed in order to concentrate through traffic on Seventh Street, and discourage through traffic on Washington Street. Improvements include but are not limited to intersection channelization, sidewalk widening, street trees and landscaping, paved crosswalks, street furniture, street improvements, signals and other streetscape improvements.

South End Road Improvements: Road improvements to South End Road and other local streets are required to provide access to the Downtown. Improvements include but are not limited to site preparation, roadway reconstruction, sidewalks and bikelanes, street trees and landscaping, signals, right-of-way acquisition and relocation, street furnishings, utility relocation and other elements as required.

4. Regarding criterion 4, the proposed plan does not have any provision to displace any residents. Should conditions arise which would cause the acquisition of developed and occupied property by the Urban Renewal Agency, the Agency will provide assistance to persons displaced in finding replacement dwellings.

5. Regarding criterion 5, the acquisition of real property will assist in the implementation of required street and transportation improvements, eliminate incompatible uses, and provide additional park and recreation opportunities. New investment opportunities will be encouraged in the proposed Downtown Oregon City/end of the Trail Urban Renewal Area.

6. Regarding criterion 6, The adoption and carrying out of the proposed Downtown Oregon City/End of the Trail Urban Renewal Plan is economically sound and feasible. The primary method of financing will be in whole, or in part, by tax increment financing.

7. Regarding criterion 7, the City of Oregon City will assume and shall complete any activities prescribed to it by the Downtown Oregon City/End of the Trail Area Urban Renewal Plan.

CONCLUSION AND RECOMMENDATION:

The proposed Downtown Oregon City/End of the Trail Area Urban Renewal Plan meets the criteria outlined in ORS 457.095, and specifically that the proposed plan conforms with policies, as outlined in the Comprehensive Plan.

It is recommended that the Commission forward an affirmative recommendation to the City Commission.

APPENDIX B - TAX LIMITATION DISCUSSION

On November 6, 1990, Oregon voters approved Constitutional amendment which imposes a limitation on property taxes. The amendment requires changes in Oregon's property tax system. Among its many effects, the tax limitation will reduce, in some measure, the tax increment revenues which would have been generated under the previous method of calculating tax increment revenues.

The projections of tax increment revenues shown in this report follow the guidelines of the Oregon Attorney General's interpretation of the effects of the tax limitation as set forth in his Opinion number 8216, September 7, 1990.

The property tax limitation will use current levies plus certain additional taxes and levies to determine a new total levy amount. An amount equal to the debt service on certain Constitutionally authorized and voter authorized bonds then would be deducted from the total levy. This adjusted levy then would be compressed, reducing each of the included levies on a pro-rata basis, into an adjusted levy. This adjusted levy would result in a tax rate equal to $10 per thousand dollars of true market value. The total tax rate paid would be $10 per thousand for the compressed levy for non-school governments, plus a levy amount to pay for debt service excluded from the compressed rate.

The Attorney General has determined that tax increment revenue used to pay bonded indebtedness of an agency carrying out an urban renewal plan does not fall within the rate limitation on property taxes contained in the measure. The Opinion suggests the need for legislation to determine the method of calculation of the amount of tax increment used to repay bond indebtedness. No legislation to deal with this issue has been prepared, but such legislation might be expected when the Oregon Legislature convenes in January, 1991.

There is no assurance that the method for calculating tax increment revenues will be as described in the Attorney General's opinion. The Opinion is not binding on the courts or the Oregon Legislature. Subequent legal or legislative interpretations of the impact of the tax limitation measure could

APPENDIX C - MARKET, REVENUE AND COST DATA

The table attached to this appendix provides detail on the estimated new building values, project revenues, and costs shown in Table 4 of this report.

New building values utilized in the report are based upon estimates by Oregon City staff. Support for these estimates is offered in three recent reports, available through Oregon City staff.

"Marketability and Financial Analysis: Oregon City, Oregon Riverfront Hotel", Lord & Associates, Inc., July 1988.
"Redevelopment Outlook & Strategies: City of Oregon City, Oregon Central Area", Lord & Associates, Inc., March, 1989.
"Economic Planning for the End of the Oregon Trail Project" (Preliminary Report), the Lyon Group, September, 1990.

The principal conclusions of the July, 1988 hotel study, as summarized in the report cover letter, dated July 11, 1988 are:

1. Demand for lodging in northwest Clackamas County has been strong since the completion of the I-205 freeway in late 1982. Occupancy at the four new motor inns built there in recent years is hight.

2. Population and employment have grown rapidly in recent years. The outlook is for continued growth, with 35,000 new residents and 13,000 new jobs expected by 1995. Hotel demand will grow more rapidly; 300 to 600 additional rooms will be supportable by 1995.

3. Competititive hotel sites in the sub-region are limited and none has the potential of the Oregon City riverfront site. It should be particularly attractive to Portland's large and growing group market.

4. The potential is conditional upon Oregon City continuing its economic development and environmental upgrading efforts. Becuase of its history and setting, the area has significant economic potential.

The principal conclusions of the March, 1989 central area study, as summarized in the report cover letter, dated March 27, 1989 are:

1. A combination of rapidly improving economic conditions in the Portland Metropolitan area, very rapid growth in the northwest Clackamas County sub-region, and pending action on the part of Clackamas County to move its administrative functions back to the central area, augur well for the Oregon City downtown over the next decade.

2. Demand for retail and commercial office space is expected to be strong in the sub-region of which Oregon City downtown is a part. Downtown has the capability to capitalize on that growing demand and to become an interesting, prosperous commercial center once again.

3. That conclusion is contingent upon the city taking measures to upgrade the central area, to create a favorable climate for new investment.

The report goes on to state (p. 18), "In the next decade, growth (in Clackamas County) is projected to shift further to the south and east, where transportation improvements and lower cost land are creating development opportunities. Oregon City will be one of the beneficiaries of this shift."

Also on page 18, the report projects that the Oregon City share of the sub-area's anticipated 1989-95 commercial growth is:

Retail Space	152,000 square feet
Office Space	170,000 square feet

The findings and conclusions of the September, 1990 preliminary report on the End of the Oregon Trail Project include:

- "Properly designed, operated and marketed, the consultant believes that the living history/interpretive center has the potential to attract 350,000 to 400,000 annual visits..." (p.3)

- "A well-themed and operated festive center has the potential to attract approximately 1.7 million visits." (p.3) The report defines a festive center as a commercial center which has a mix of restaurants, specialty retail, and increasingly, entertainment elements.

- "The festive center should offer 50,000 sf of gross leaseable area on at least 3 acres of land for the center..." (p4) The report estimates that total sales for a festive center operation would be $20 million per year, and that, "Utilizing a reasonable expectation of $400 per sf per year as a productivity value, the amount of gross leasable area required would be 50,000 sf". (p58)

The report also estimates that development of the End of Trail project would itself generate 3200 room-nights of hotel demand, and create 60-odd full time equivalent jobs, at an annual salary/wage payroll of $1,450,000. In addition, the report estimates that the multiplier effects of visitor and construction expenditures as, "The one-time construction effort will have a state-wide impact of %57.2 million in, roughly, 1993 prices. The annual impact from visitor epxenditures will amount to $8.4 million, in 1993 prices". (p.76)

These findings are reflected in the data shown on the table on the following page.

OREGON CITY DOWNTOWN/NORTH END RENEWAL PLAN
APPENDIX – PROJECT REVENUES AND COSTS

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 (a)
PROJECT TRUE CASH VALUE																
Legion																
Hotel, Rest., Marina	0	0	0	5,000,000	5,000,000	0	0	0	5,000,000	0	0	0	0	0	0	0
Luxury Apts (100 units)	0	0	0	0	0	0	3,000,000	3,000,000	0	0	3,000,000	3,000,000	0	0	0	0
ReAssessment	0	5,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail (100,000 sf)	0	0	0	0	0	0	0	0	0	5,000,000	0	0	0	0	0	0
Waterfront																
60 Unit Motel	0	3,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tourism Comm (10,000 sf	0	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0
Shopping Center Expansion																
Re-Appraisal of Center	5,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
End of Trail																
Festive Ctr - 60,000 sf	0	0	0	0	2,500,000	2,500,000	0	0	0	0	0	0	0	0	0	0
Downtown N. End																
Office-50000 sf	0	0	0	0	0	0	0	0	0	500,000	500,000	500,000	500,000	500,000	0	0
Downtown Core																
Office-60,000 sf total	0	0	0	0	0	0	0	0	0	500,000	500,000	500,000	500,000	500,000	500,000	0
Heritage Center																
Rest., Gas, Convenience	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total New Values Added	5,000,000	8,700,000	0	5,000,000	8,000,000	2,500,000	3,000,000	3,000,000	5,000,000	6,000,000	4,000,000	4,000,000	1,000,000	1,000,000	500,000	0
Total Value Above Base	5,000,000	13,750,000	13,887,500	19,029,375	27,218,838	29,988,805	33,288,693	36,621,580	41,987,706	48,407,874	52,891,751	57,420,868	58,994,875	60,584,824	61,690,672	62,307,579
Tax Rate	$27.00	$24.50	$22.00	$19.50	$17.00	$17.00	$17.00	$17.00	$17.00	$18.00	$18.00	$18.00	$18.00	$18.00	$18.00	$18.00
Tax Increment Generated	135,000	336,875	305,525	371,014	462,683	509,810	565,908	622,387	713,783	774,523	844,208	918,731	943,918	969,357	987,051	996,921
TI Collected	131,625	328,453	297,887	361,739	451,116	497,064	551,760	607,003	695,948	755,160	825,111	895,762	920,320	945,123	962,374	971,996
PROJECT COSTS																
Debt Service	0	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700	194,700
Bond Issue Costs	0	41,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Park Plans																
MFD Housing Assistance	0	0	0	0	0	0	0	0	0	0	0	50,000	50,000	50,000	0	0
Sub Area Design Plan	0	0	0	0	0	0	0	0	0	30,000	0	0	0	0	0	0
Legion																
Park Land Aquision	0	0	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0
Land Assembly/Site Prep	1,000,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
River Access Trail	0	0	0	0	0	100,000	0	0	0	0	0	0	0	0	0	0
Main Reconstruction	0	0	0	0	0	300,000	100,000	0	0	0	0	0	0	0	0	0
Agnes Ave Reconstruc	0	0	0	0	0	700,000	0	0	0	0	0	0	0	0	0	0
Tour Boat Dock	0	0	0	0	0	0	0	0	0	0	0	0	0	250,000	0	0
Prep Legion Dev Plan	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clackamette Park Expan	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(a) Tax increment can be ended

OREGON CITY DOWNTOWN/NORTH END RENEWAL PLAN
APPENDIX - PROJECT REVENUES AND COSTS

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 (a)
End of Test Area																
Road Imp., ROW, Acqus	0	0	0	0	0	1,250,000	0	0	0	0	0	0	0	0	0	0
Parking Improvements	0	0	0	0	0	0	0	0	0	0	750,000	0	0	0	0	0
Abernethy Creek Improv	0	0	0	0	0	0	0	0	0	0	0	250,000	0	0	0	0
Downtown Core																
Surface Parking	0	0	0	750,000	0	0	0	0	0	0	0	0	0	0	0	0
Parade Improvements	0	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	0	0	0	0	0
Streetscaping	0	0	0	0	40,000	0	0	0	0	0	0	0	0	0	0	0
Building Rehab Loans	0	0	0	0	0	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	0
Mt Tabor Viewpoint	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
McLoughlin Blvd Promenade	0	0	0	50,000	0	0	0	0	0	0	0	0	200,000	0	0	0
8th St Dock	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000	0	0
McL Bluffs Landscape	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Upgrade Fire Protection	0	0	0	0	0	0	50,000	0	0	0	0	0	0	0	0	375,000
Sub-Area Design Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transportation Study	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington/7th Corr	0	0	0	0	0	0	0	0	0	0	100,000	0	0	0	0	0
Parking Improve	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0
Bldg Rehab Loans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000	0
Streetscape on 7th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000
Streetscape on Wash	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000
Library Restoration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000
Sub-area Design Plan	0	0	0	0	0	20,000	0	0	0	0	0	0	0	0	0	0
Heritage Corridor																
5 - End Road Improv	0	0	0	0	0	0	0	500,000	0	0	0	0	0	0	0	0
TOTAL	1,080,000	958,280	214,700	1,014,700	284,700	3,114,700	434,700	744,700	244,700	274,700	1,094,700	524,700	474,700	1,074,700	524,700	1,019,700
PROJECT REVENUES																
Cash Balance	0	414,574	1,693,938	2,866,878	2,310,777	2,580,049	54,727	189,982	78,194	550,606	1,070,239	857,511	1,291,171	1,792,836	1,745,348	2,264,306
TI Revenues	131,825	328,453	287,817	361,736	451,118	427,064	551,760	607,003	695,948	755,180	825,111	895,782	920,320	845,123	962,374	971,908
Land Sale Revenue																
Model Land Sale	1,360,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Upper Area - Multi	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Remaining Proceeds	0	1,850,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Earnings	42,849	77,191	88,755	98,858	82,857	97,313	19,195	23,810	23,164	39,173	58,861	52,508	68,045	82,139	81,233	97,089
TOTAL	1,474,674	2,850,218	3,081,578	3,325,477	2,844,749	3,104,427	624,682	820,864	795,306	1,344,959	1,952,211	1,805,871	2,279,536	2,820,098	2,788,956	3,333,303
Current Costs	1,080,000	958,280	214,700	1,014,700	284,700	3,114,700	434,700	744,700	244,700	274,700	1,094,700	524,700	474,700	1,074,700	524,700	1,019,700
Ending Cash Balance	414,574	1,693,938	2,866,878	2,310,777	2,580,049	54,727	189,982	78,194	550,606	1,070,239	857,511	1,291,171	1,792,836	1,745,398	2,264,306	2,313,603
Cash Tax Reserve	0	146,720	298,302	218,765	231,821	536,964	570,666	824,908	841,200	870,672	720,453	763,800	808,501	958,071	979,535	984,128

(a) Tax increment can be ended

9.

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

1 of 1

Page

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Acceptance of the End of the Oregon Trail Master Plan - Resolution No. 90-92

Report No. 90-304

On the December 19, 1990 City Commission agenda is the final draft of the End of the Oregon Trail Master Plan and acceptance resolution for Commission consideration. As the Commission is aware, the City has participated with Clackamas County and the Oregon Trail Foundation over the past two years on the preparation of the Master Plan.

The final draft of the Master Plan is now complete and has been endorsed by the Steering Committee, appointed to oversee the Plan preparation, and has been approved by the Board of County Commissioners. Attached to the acceptance resolution are the Board Order of approval and Committee Endorsement for Commission information.

The City's Urban Renewal Agency held a workshop on the Trail Master Plan and have recommended several renewal projects to assist in its implementation. The next step is for the City Commission to accept the Plan and direct that the City's Planning Commission hold public hearings to consider incorporating the Master Plan into the City's Comprehensive Plan.

Attached are copies of the various Steering Committee and public presentation minutes and actions taken on the plan preparation for Commission review. Ken Dauble, Project Manager for the project will be available at the Commission meeting to answer any questions the Commission may have.

It is recommended that the City Commission adopt a motion approving Resolution No. 90-92

CHARLES LEESON
City Manager

JGB/im

attach.

cc: Development Services Director
Planning Division
Ken Dauble, Project Manager

ISSUED BY THE CITY MANAGER

RESOLUTION NO. 90-92

A RESOLUTION ACCEPTING THE END OF THE OREGON TRAIL MASTER PLAN AND DIRECTING THAT THE PLANNING COMMISSION HOLD PUBLIC HEARINGS TO CONSIDER INCORPORATING THE END OF THE OREGON TRAIL MASTER PLAN INTO THE CITY'S COMPREHENSIVE PLAN.

WHEREAS, the City of Oregon City, Clackamas County and the Oregon Trail Foundation have participated in the development of a Master Plan to develop a national scale historic attraction commemorating the official end of the historic Oregon Trail, and

WHEREAS, Planning Consultants were hired and a Steering Committee formed to oversee the Master Plan preparation, and

WHEREAS, the Master Plan has been completed and the Steering Committee has endorsed the Plan, copies of which are attached hereto, and

WHEREAS, the Clackamas County Board of Commissioners have reviewed the Master Plan and adopted a Board Order approving the Master Plan, copies of which are attached hereto.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City that:

1) The End of the Oregon Trail Master Plan is hereby accepted, and

2) The Oregon City Planning Commission is hereby directed to hold public hearings to consider incorporating the End of the Oregon Trail Master Plan into the City's Comprehensive Plan.

Adopted, signed and approved this 19th day of December, 1990.

Mayor-Commissioner	Commissioner
Commissioner	Commissioner
Commissioner	Comprising the City Commission of Oregon City, Oregon

In the matter of endorsing
the End of the Oregon Trail
Masterplan and recommending
it to Oregon City and
Clackamas County

It appearing to this Committee that the Masterplan for the End of the Oregon Trail Center has been completed by a multi-disciplinary consultant team led by Guthrie, Slusarenko and Associates (GSA); and

It furthermore appearing that we, the Steering Committee for the End of the Oregon Trail Masterplan, have been appointed by Clackamas County and the City of Oregon City to oversee development of the Masterplan; and

It furthermore appearing that the Steering Committee for this Masterplan has been meeting regularly since January of 1990 and reviewing plan components as they were developed; and

It furthermore appearing that the draft of this Masterplan has been presented to a number of community organizations, and their comments and concerns have been incorporated as appropriate.

NOW, THEREFORE, IT IS HERBY RESOLVED that this Committee endorses the Masterplan for the End of the Oregon Trail, and recommends it to the City of Oregon City and County of Clackamas commissions for acceptance and further action. The committee also directs staff to further study the impacts of traffic on Washington Street and adjacent businesses, and explore the options of developing Phase I without moving the Stimson's mill.

DATED, this 6th day of December, 1990

End of the Oregon Trail Steering
Committee

Darlene Hooley, Chair

EOT90/res/1205

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approving the End of the Oregon Trail Master Plan

ORDER NO.:
Page 1 of 1

WHEREAS, Clackamas County, the City of Oregon City, and the non-profit Oregon Trail Foundation have for several years jointly sought to develop a national scale visitor attraction facility at the end of the historic Oregon Trail; and

WHEREAS a master planning consultant team with Guthrie, Slusarenko and Associates (GSA) in the lead role and a steering committee made up of representatives from the various at-large interests have prepared and recommended a master plan which adequately addresses issues associated with the project and provides an appropriate design and financial context; and

WHEREAS a draft of this master plan has been presented to a number of property owners, businesses, and community organizations, and their comments and concerns have been incorporated as appropriate;

NOW, THEREFORE IT IS HEREBY RESOLVED AND ORDERED that Clackamas County Board of Commissioners accepts and approves the End of the Oregon Trail Master Plan as a guide for further policy action, and recommends it, together with the public review record, to the City of Oregon City and the Oregon Trail Foundation for their acceptance and further action.

DATED this 13th day of December, 1990

BOARD OF COUNTY COMMISSIONERS

_____
Darlene Hooley, Chairperson

_____
Ed Lindquist, Commissioner

_____
Judie Hammerstad, Commissioner

bcc/kd/1206:jb

CLACKAMAS COUNTY
Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

MINUTES FROM THE END OF THE OREGON TRAIL SHOWCASE STEERING COMMITTEE MEETING, DECEMBER 6, 1990

ATTENDING:

Darlene Hooley	Dan Fowler	Bob Schutte
Joan Smith	John Hakanson	Carl Halvorson
Joyce Cohen	Larry Sowa	John Kauffman
Don Tank	Steve Meek	Gordon Jones
Tom DeJardin	David Spear	Jim Mitchell
Suzanne Van Orman	Don Vedder	Alice Norris
Mike Salsgiver	Red Hart	Bill Osborn
Tom VanderZanden	Dave Slusarenko	Linda McCarthy
Ken Dauble	Mark DiLorenzo	
Margaret Dickerson	John Block	
Erlien Kittelson		

NEXT MEETING: FEBRUARY 7, 1991, 7:30 a.m. to 9:00 a.m.
CONFERENCE ROOM I

I. WELCOME AND INTRODUCTION

Several new people were introduced: Joan Smith of new U.S. Representative Kopetski's office, Bob Schutte of Stimson's Lumber Company and Bill Osborn of Krueger's Lumber Yard.

II. DECISION PACKAGE -- APPROVAL OF MASTER PLAN

1. Tom VanderZanden reviewed a revised budget provided by the Consultant which incorporated the changes made by the steering committee at its last meeting, plus pre-opening costs. See attached.

2. One of the issues brought out in the public review process is concern over the partial closure of Washington Street. Bill Osborn of Krueger's Lumber was concerned that there might be a 25-30% loss in business due to lost traffic in front of his store. Maggie Dickerson said that the precise traffic count impacts of the change in road configuration haven't been modeled yet, but the engineers have said that the configuration, along with alternate capacity provisions, will work. The consensus of the Steering Committee was to avoid hurting the Washington Street businesses, and provide traffic impacts information in the next stage of planning work. Dan Fowler added that improvement of Agnes Street may help access to Washington Street businesses.

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Other street/road concerns: 15th Street will not be shown as closed on the Master Plan drawings, and the possible realignment of 99E as shown on the drawings -- if feasible and done at all -- will be a separate project.

3. Stimson's Lumber Mill has been contacted in the past month, and as a result of preliminary talks, it appears that it might be best not to make an absolute commitment as to whether they must be relocated in Phase I or not. Tom VanderZanden indicated that there might be other options for dealing with the short-term parking and acoustical issues. Ken Dauble suggested a strategy of developing a relationship with Stimson's realizing that the industry as a whole is under pressure right now, with options including:
   - Buy them out as shown in the budget, or
   - Relocate them, hopefully in Oregon City, or
   - Work with them on-site in Phase I, and plan to either buy them out if they become available or relocate them in Phase II.

Carl Halvorson asked some questions about the long-term economic prospects of the Mill. Bob Schutte from Stimson's answered:
- Stimson's has been in the Northwest since the late 1800s, has a history of longevity in the mills it owns.
- Stimson's has a large timber base of their own, are less vulnerable than other companies depending on outside supplies.
- This mill processes old-growth, defective logs. It is unique, one of two mills in area that does so. May begin to process 2nd growth, too.
- They have no way of predicting what will happen in five years. Maybe this mill won't be able to compete for logs, on the other hand, maybe this mill will find a niche, and be even stronger in 5 years.
- This mill has 80-85 employees, $3 million annual payroll, $.5 million in local supply purchases annually.
- This is a good site in terms of excellent access to diverse timber supplies, difficult in that land values in the metropolitan area are rising.
- The mill will add new technology as it becomes available.
- The Trail Center project is not seen as either positive or negative to the operation of this mill.

John Block asked if the mill might be able to trade some of its area needed for EOT parking for vacated Washington Street land -- Bob's answer: maybe. John also asked if the mill could be moved a bit farther north on the same site. Bob's answer: absolutely not -- might as well relocate all together.

Suzanne Van Orman mentioned her discomfort with the idea of losing any of Oregon City's industrial base. She favors a relocation program for Stimson's if needed and other businesses that will have to be replaced.

4. Ken Dauble discussed his extensive public review process (see attached).

Staff presented a draft resolution. The committee modified it to deal directly with the Washington Street and mill issues. The resolution was then unanimously approved by the Steering Committee (see attached).

III. NEXT STEPS

1. Tom VanderZanden presented a handout of next steps of planning work which the staff will intermittently be reviewing with the Steering Committee over the next 6 - 8 months (see attached). In addition, based on the consultant's recommendation of a "joint powers" structure for management/project development, Tom VanderZanden suggested a transition budget scenario, with the City and County lending resources (staff and/or funds) to the private, non-profit Oregon Trail Foundation. This existing organization, in turn, would work up to a full complement of staff and budget capabilities over the next 3 - 4 years, eliminating need for City/County support by year 5 when the Trail Center would be open and operational.

2. Dan Fowler and John Hakanson presented a resolution of the Oregon Trail Foundation (see attached) indicating a desire/willingness to adapt and work with the Steering Committee in project development and management.

3. Darlene Hooley discussed the next steps for the Steering Committee. The funding and management subcommittees will be meeting in January, and should plan to report back to the full committee in February with a strategy.

   If a Steering Committee member would like to be on a different or additional committee, let Ken Dauble or Maggie Dickerson know.

IV. REPORT FROM METRO

Darlene Hooley asked Tom DeJardin to report back on his discussions with other Metro officials about possible Metro involvement. Tom said that DEQ is presently studying the closure of Parker's landfill. DEQ may ask Metro to properly close the landfill, and Metro might be interested in doing so as a means to accomplish the End of the Trail. They are waiting for the results of the closure study (due after the first of the year). Parker should consider the benefits of donating the landfill to a land bank. Dennis O'Neil is a good staff contact at Metro. Metro sees a responsibility to the area because of the landfill.

EOT90/min/1206:mad

EOT

PHASED DEVELOPMENT PROJECT BUDGET (1993 Prices)

PHASE I: 1991-1995

• PROJECT DEVELOPMENT/MANAGEMENT - Executive Director, Marketing Director, Support Staff, Legal and Accounting Fees, Overhead - Allow $250,000 per year.			$ 1,000,000
• SITE ASSEMBLY - Purchase of approximately 9 acres, relocation assistance.			3,200,000
• ROADWORK & BRIDGE: - Realignment, widening, and landscaping of Abernethy Road from OR 213 to Main St. Extension. - New Washington St. wooden bridge structure.			1,800,000
• INTERPRETIVE CENTER/EMIGRANT PARK:			25,000,000
- Building (60,000 GSF equivalent at $365/sf =$22;000,000)			
• Building Construction, Exhibitry, Shows, Furnishings and Equipment.	$ 16,600,000		
• Contingency at 5 percent	900,000		
Subtotal	17,500,000		
- Site Preparation/Development			
• Fill, Grading, Landscaping	1,600,000		
• Parking	600,000		
Subtotal	2,200,000		
- Professional Fees at 14 percent (Architect, Interpretive Designers, Engineers and Special Consultants)	2,300,000		
Total		$ 22,000,000	
- Emigrant Park, Amphitheatre/Special Events, and Festive Center		3,000,000	
• PRE-OPENING OPERATIONAL COSTS (ALLOWANCE): - Labor: Salaries & wages - Non-Labor: Overhead e.g. office space, travel, etc. - Management system; Policy Manual, Accounting, Cash Controls, etc. - Start-up Inventory - Advertising - Grand Opening Events - Working Capital Budget			3,000,000
TOTAL PHASE I:			$ 34,000,000

PHASE II: 1995-2000

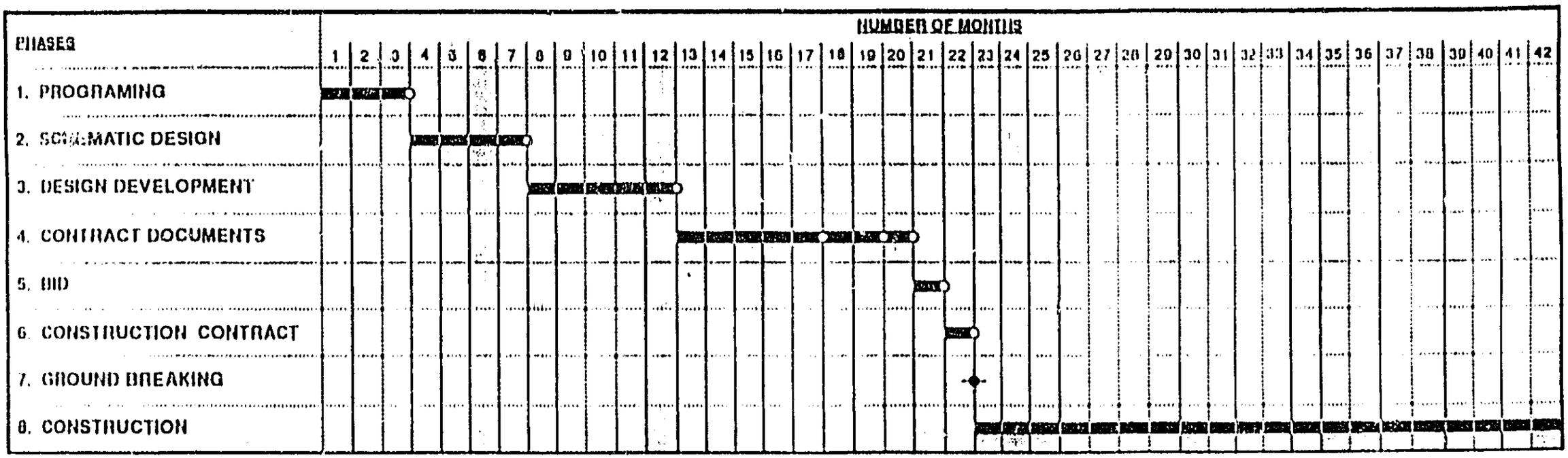
• SITE ASSEMBLY:		$ 3,000,000
- Off-site Program Areas (Historic Homes Reserve, Group Cook-out, etc.) Additional Relocation Assistance.		
• SITE DEVELOPMENT/LANDSCAPE:		
- Completion of Amphitheatre, Water Features		2,200,000
• INTERPRETIVE CENTER/OUTDOOR LIVING HISTORY:		7,300,000
- 20,000 sf equivalent at $365/sf Building Construction, Exhibitry and Contigency	$ 5,800,000	
- Site Preparation/Development		
- Professional Fees at 14 percent (Architect, Interpretive Designer Fees, Engineers)	800,000	
- Site Preparation/Development	700,000	
TOTAL PHASE II:		$ 12,500,000

PHASE III: 2000-2005

• INTERPRETIVE CENTER EXPANSION:	
- Completion of 20,000 sf added space.	$2,000,000
- Administrative/Education Center Renovation (Conversion of existing DTD Building)	3,750,000
- Maintenance Shops.	1,500,000
- Outdoor Living History Branch Sites (Lagoon/River).	3,500,000
- Professional Fees at 14 percent (Engineer, Architect, Interpretive Designer Fees.)	1,250,000
TOTAL PHASE III:	$ 12,000,000

END OF THE OREGON TRAIL CENTER
OREGON CITY, OREGON

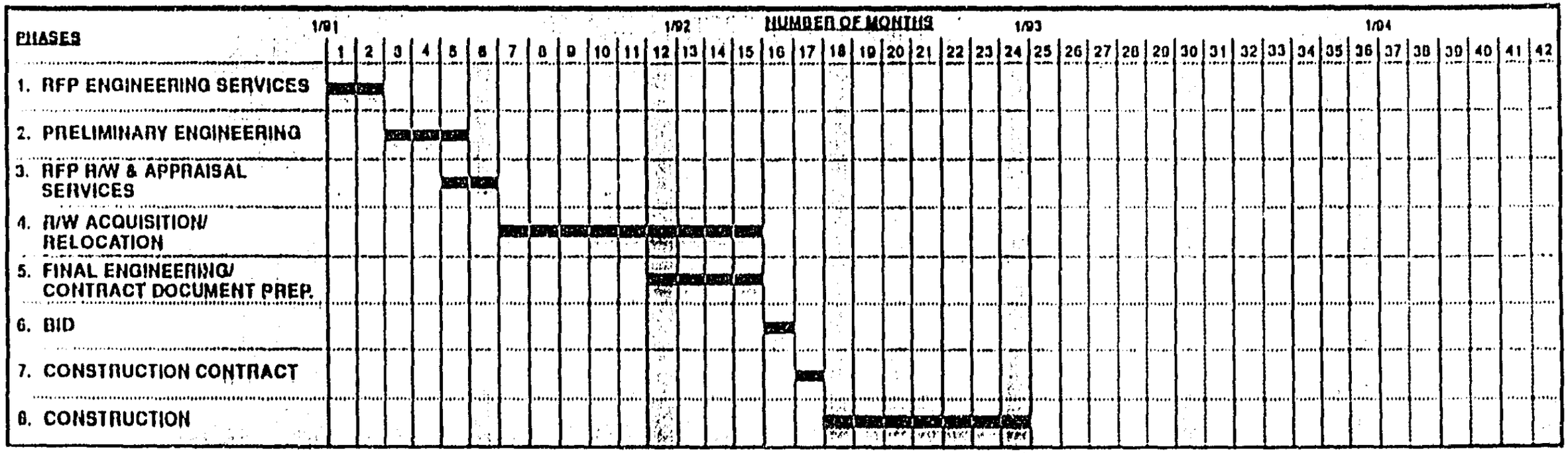
PROPOSED PROJECT TIMELINE
ARCHITECTURE/INTERPRETIVE EXHIBITRY



O OWNER REVIEW APPROVAL

END OF THE OREGON TRAIL CENTER
OREGON CITY, OREGON

PROPOSED PROJECT TIMELINE
ROAD REALIGNMENT



Summary of Public Review of the End of the Oregon Trail Masterplan

OLD HOME FORUM

Meeting Date: October 16, 1990 Presenter: John Block

Primary concerns/recommendations: Discussion of the Downtown Urban Renewal plan

OREGON CITY METRO ENHANCEMENT COMMITTEE

Meeting Date: November 1, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: This committee will inform Metro of the Masterplan, will write a letter asking them to support the Trail Project area, & seeking funding assistance with the landfill closure.

WEST LINN/LAKE OSWEGO KIWANIS

Meeting Date: November 7, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Strong support.

OREGON CITY PLANNING COMMISSION

Meeting Date: November 8, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: The plan should clarify: specific boundaries, traffic counts(?). A mathematical error on page 40 should be corrected. An RV park at Pope Lane would be appropriate. The city should develop design guidelines, including special setbacks in Lagoon area, and properly zone the area. The Planning Commission recognized that land use planning coordination was essential for the project to succeed, and recommended a joint planning/city commission strategy session.

OREGON CITY URBAN RENEWAL AGENCY

Meeting Date: November 14, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Plan was discussed. Concern was raised about access to Washington Street business.

WASHINGTON STREET BUSINESSES -- INFORMAL GROUP

Meeting Date: November 20, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Protect Washington Street businesses' access during construction. Develop a relocation strategy for businesses that must be relocated.

CLACKAMAS COUNTY HISTORICAL SOCIETY

Meeting Date: November 28, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Strong interest and support. Concerned that EOT fund-raising might conflict with their fund-raising.

CLACKAMAS COUNTY ECONOMIC DEVELOPMENT COMMISSION

Meeting Date: November 28, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Confirmed their commitment to this project. Will review hotel/motel tax piece.

OREGON CITY PARKS AND RECREATION BOARD

Meeting Date: November 29, 1990 Presenter: Dan Fowler

Primary concerns/recommendations: Their main concern is relocating the ballfields. They agreed to develop a transition plan for Kelly Field.

OREGON CITY 2000 GROUP

Meeting Date: November 29, 1990 Presenter: Dan Fowler

Primary concerns/recommendations: Strong support.

OREGON TRAIL FOUNDATION

Meeting Date: December 4, 1990 Presenter: Ken Dauble, Fowler

Primary concerns/recommendations: They can reorganize Foundation as needed to accommodate project.

Scheduled meetings:

OREGON CITY CIVIC IMPROVEMENT TRUST

Meeting Date: December 5, 1990

JACK PARKER, DON VETTER

Meeting Date: December 6, 1990

OREGON CITY SCHOOL DISTRICT BOARD

Meeting Date: December 10, 1990

OREGON CITY CHAMBER OF COMMERCE TOURISM COMMITTEE

Meeting Date: December 11, 1990

CLACKAMAS COMMUNITY COLLEGE BOARD

Meeting Date: December 12,

ESD SUPERINTENDENTS

Meeting Date: December 19,

STIMPSON'S LUMBER

Meeting Date: Week of December 21st

EOT90/m/1205

DECEMBER 1990 PRELIMINARY

EOT PLANNING WORK, PHASE III

(Master Plan publication colcr enhancement and printing)

$7,500

1. EOT Project Area Environmental Assessment - geotechnical, soils, hazards evaluation ("level 1 and/or 2") - overall recon of study area, with focus on Kelly Field vicinity, to include the land fill (with some evaluation of associated liability/risks and coordination of closure program with DEQ).

   $25,000

2. Urban Renewal Plan & Design Guidelines (includes district formation by year end '90); Coordination with State Highway and Metro.

   $35,000

3. EOT Interpretation/Educational Program, Content and Delivery Plan, Indoor/Outdoor.

   $25,000

4. EOT Festive Center Feasibility and Preliminary Marketing Plan ("formula" for success).

   $15,000

5. EOT Marketing Prospectus (fund-raising, outreach tool)

   - Brochure/fold out a "hype" piece to "shop around")

   - Audio/Video, 10-12 minutes ("what it will become!)

   $30,000

6. Final/Refined Site & Physical Design Plan (including Emigrant Park)

   - Space requirements detail
   - Building configuration, footprint
   - Definitive phasing strategy
   - Initial site landscaping, parking, grading detail

   $30,000

7. Site Assembly legal/appraisal support

   $5,000

8. Organizational/Management Plan

   $5,000

9. "Phase 1" Financial Planning - operations, pre-opening, marketing plan

   $20,000

10. "Phase 1" Preliminary A & E/Schematic Design

    - Abernethy Road preliminary engineering
    - Emigrant Park/Special Events Area
    - Interpretative Center

    $55,000

11. Facilitator - Public Relations and Marketing

12. Fund-raising/Resource Development Plan

    - Grant writing, etc.

r/kd/1005:elk

December 5, 1990
Milwaukie, OR 97267

At a meeting on December 4, 1990 in Oregon City the Board of the Oregon Trail Foundation discussed its possible role in managing the development and operation of the End of Trail facility that is now under study. Those present* adopted the motion appearing below

"The Oregon Trail Foundation is interested in being involved in the development and management of the End of Trail project. The Board is open to change in the structure of the organization and is willing to change if the Steering Committee believes this is necessary or desirable. The Board continues to be concerned about historical accuracy and integrity, and believes that the project must have a strong educational element, and that it should remain true in spirit and in action to the basic purposes of the Foundation."

The purposes of the Foundation as stated in Article II of its By-Laws, are as follows: "The purposes of the corporation are to provide educational, cultural and recreational resources for the public based on the migration and settlement of the 'Oregon Territory' via the Oregon Trail System originating in Independence, Missouri, and terminating on Abernethy Green, Oregon City, Oregon."

Respectfully submitted, John Hakanson, Secretary, Oregon Trail Foundation

*Dan Fowler, Alice Norris, Jim Tompkins, Harriet Jorgensen, John Hakanson

CLACKAMAS COUNTY

Department of Transportation & Development

WINCTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

A G E N D A

END OF THE OREGON TRAIL STEERING COMMITTEE
December 6, 1990
7:30 AM to 9:00 AM
Conference Room I
Department of Transportation & Development

7:30 AM	WELCOME & INTRODUCTION Darlene Hooley, Chair, Clackamas County Board of Commissioners
7:35 AM	DECISION PACKAGE - Approval of EOT Master Plan Tom VanderZanden, Director County Planning & Economic Development - Revised budget, time line - Draft plan review & feedback (Washington St., Stimsons, CCHS) - Other reactions
DISCUSSION/ACTION	
8:15	NEXT STEPS Tom VanderZanden, Facilitator Dan Fowler, President, Oregon Trail Foundation - Plan refinement/addendum work - Funding/Management subcommittee process - Transition scenario, budget, organization
8:45	CONFIRMATION, FUTURE MEETINGS & AGENDAS

ag/kd/1205:elk

902 Abernethy Road • Oregon City, OR 97045-1100 • (503) 655-8521 • FAX 650-3351

Oregon Historical SOCIETY
1230 S.W. PARK AVENUE, PORTLAND, OREGON 97205
503 / 222-1741 CABLE / HISTORE

December 5, 1990

Mr. Kenneth Daubie
Project Coordinator
Clackamas County
Department of Transportation & Development
902 Abernethy Road
Oregon City, Oregon 97045

Dear Ken:

Sorry to be unable to make the meeting on the 6th. We have an important Executive Committee meeting coming up.

I'm fully supportive of the Master Plan; and where I've seen that refinements could be made, I have indicated them in previous memorandums to you.

I understand that you will be talking about two important issues at tomorrow's meeting - the Mill and Washington Street, and I say that I am in favor of holding off on any action at the Mill - not only because it is prudent to our plan, but sensitive to the local economy. On the matter of the Washington Street, I believe that closing it is do-able.

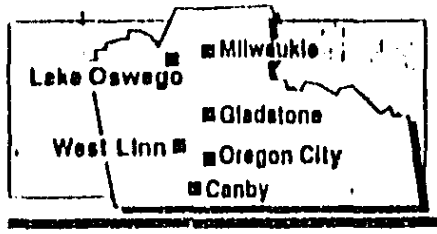
If you have any questions of me, please give me a ring. Otherwise, I look forward to receiving my New Year's assignments.

Sincerely,

Bill

W. J. Tramposch
Executive Director

WJT:ch



METROSOUTH

COMMUNITY NEWS AND FEATURES

Panel OKs master plan for End of Oregon Trail center

Committee opts to work around lumber mill on site of proposed complex in Oregon City

By LINDA McCARTHY
Correspondent, The Oregonian

OREGON CITY -- A master plan for a $16 million history showcase at the End of the Oregon Trail was approved Thursday by the steering committee that helped put the plan together over the past year.

In approving a resolution endorsing the master plan, the committee left open some options for a lumber mill on the proposed development site and the realignment of traffic that could affect businesses along the Washington Street corridor.

The plan originally called for the relocation of a number of businesses to make way for the ambitious development along the northern stretch of Washington Street, including Stimson Lumber Co., which was built in the late 1800s at 1795 Washington St.

But after talking with officials from the lumber company, the committee has decided to work around the mill during Phase I of the project. No decision was made about the future of the mill during Phase II.

Bob Schutte, general manager of operations for the company's northern division, said the mill has 85 employees and a $3 million annual payroll. The mill also spends about $500,000 a year on supplies from the Oregon City area.

The Oregon City mill is one of several mills in the state owned by Stimson and is one of only two mills in the state that processes defective old growth timber.

"I think we're a part of every community we're involved with. . . . I think we're a viable part of this community," Schutte said.

The mill has been operating continuously since it opened, he said. Because of the instability of the timber market, Schutte said he could not predict the future of the company.

"I don't know what's going to happen in the timber industry tomorrow. We have a big timber base . . . and should be around five years from now," Schutte said.

The master plan called for the relocation of the mill to make way for parking for the complex to be built on Abernethy Green where Interstate 205 and Oregon 213 meet. Abernethy Green has been designated as the official end of the 2,000 mile trail that led thousands of pioneers to Oregon and the West in the mid- to late 1800s.

Plans call for an interpretive center, outdoor living history display and an outdoor amphitheater that would become the home of the Oregon Trail Pageant and other educational presentations. Meadows and waterways in the area would be restored to an 1850s landscape, and a festive marketplace with shops and restaurants would be one of the main revenue raisers.

Part of the project would be developed over the old Rossman's Landfill, which was closed in 1983 but which may not have been properly sealed. The Department of Environmental Quality is now studying the landfill to determine if there are any problems.

The committee also heard concerns over the possible disruption of traffic along Washington Street, which could affect businesses in the area. The owner of Krueger Lumber Yard, a retail lumber store, told the group that it could hurt his business by as much as 30 percent if traffic is realigned.

The End of the Oregon Trail Steering Committee was organized early this year to oversee development of the master plan. Members of the committee were appointed by Clackamas County and Oregon City officials. The panel features state, county and city officials.

The county used $65,000 in state money to finance the preliminary plan. An unusual mix of consultants was hired by the county to draw up the plan. The team was headed by David Slusarenko of the architectural firm of Guthrie and Slusarenko in Portland, the same firm that developed plans for the Washington Park Zoo.

The committee now will work in smaller groups to look at financing and project development management.

Molalla's police chief to depart

By CARLA THOMPSON
of the Oregonian staff

MOLALLA -- Roger Roth, police chief in Molalla for 14 years, will become the police chief in St. Helens on Jan. 2.

He is replacing Reginald Bowles, who is retiring after seven years as chief. Officer Robert Elkins, 27, will become interim chief in Molalla until a permanent successor is found.

Roth, 53, said he was very impressed by the St. Helens Police Department's facilities and equipment as well as the training of the police officers.

"The city seems very dedicated to maintaining a high level, efficient police force," he said.

Roth's annual salary will jump from $31,359 to $38,000 as a result of the move to St. Helens, but he said the increase was a minor factor in



Reports show campaign spending

Grisham outlays top those of Hammerstad, who won race for county commission seat

By VINCE KOHLER
of the Oregonian staff

OREGON CITY -- Republican Jerry Grisham spent more than $33,000 in his unsuccessful general election campaign for the Clackamas County Board of Commissioners. Commissioner Judie Hammerstad, who defeated him by a landslide on Nov. 6, spent more than $27,600, according to reports filed with the county Elections Division.

Money flowed in to Hammerstad during the last days of the campaign while money largely dried up for Grisham, the reports showed. In the balloting, Grisham carried only 26 of 170 county election precincts.

Grisham loaned $11,000 to his own campaign and finished more than $13,600 in the red. Democrat Hammerstad loaned $3,500 to her own campaign and ended with a small deficit, according to the reports.

Republican Thomas A. Milne spent $6,450 during the entire campaign. Darrel McCarthy, his Democratic rival, took in and spent more than $7,000, the reports showed.

The figures were included in state-required campaign contribution and expenditure reports for the general election filed Thursday. They covered the period from Oct. 29 to Nov. 26.

The reports showed that the four commissioner and surveyor candidates together spent $69,181.41 during the campaign. During the primary campaign, 12 candidates for commissioner, surveyor and treasurer spent about $70,000.

Grisham reported cash contributions of $1,416 during the final reporting period. He loaned $1,000 to his own campaign. He spent $5,774.11.

His contributions were $1,250 each from two Clackamas area hotels plus miscellaneous small contributions.

Grisham's total contributions [illegible] made to his own campaign. Grisham spent a total of of $33,057.89. He ended with a $13,687.39 deficit.

Hammerstad took in $5,868 in contributions and spent $9,653.98 during the last reporting period.

She took in $29,774.84 in cash and in-kind contributions and spent $27,519.15 for the entire campaign, ending with a deficit of $600.76.

Hammerstad reported numerous $500 contributions from businesses and political action committees from around Clackamas County and the Portland metropolitan area.

In the surveyor race, Milne reported no contributions or expenditures for the final reporting period. McCarthy reported last period contributions of $2,275.50 and expenditures of $726.82. McCarthy took in and spent a total of $7,653.87 during the campaign.

Parks Now, a group that successfully supported formation of a parks district in the North Clackamas area, took in and spent a total of $20,510.35 during the the campaign. The Northwest Alliance for Market Equality, which opposed the park[illegible] received and spent $

End of the Oregon Trail Master Plan



- Significance of the Oregon Trail
- Market Analysis
- Interpretive Program
- Master Site Plan
- Budget
- Economic Performance
- Implementation
  - phasing
  - funding
  - management
  - urban renewal

CLACKAMAS COUNTY
Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD OOP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

MINUTES FROM THE END OF THE OREGON TRAIL SHOWCASE STEERING COMMITTEE MEETING, OCTOBER 18, 1990

ATTENDING:

Darlene Hooley	Dan Fowler	Joyce Cohen
Bill Tramposch	Bill Kennemer	Don Tank
Suzanne Van Orman	John Kauffman	Larry Sowa
Gordon Jones	Carl Halvorson	Dave Spear
Steve Meek	Jim Renner	
Mike Salsgiver for Sen. Hatfield		
Tom VanderZanden	Mark DiLorenzo	Linda McCarthy
Ken Dauble	Erlien Kittelson	Michael Dale
Maggie Dickerson		

NEXT MEETING: OCTOBER 25, 1990, 7:30 a.m. to 9:00 a.m.
Clackamas Co. DTD building, Conference Room I

I. WELCOME AND INTRODUCTION.

Commissioner Darlene Hooley opened the meeting.

II. PRELIMINARY DEQ REPORT AND REVIEW OF LAST MEETING'S DECISIONS

Tom VanderZanden discussed a meeting staff held with a DEQ representative to determine if plans for the landfill site and vicinity are reasonable given closure requirements. The closure permit process is just beginning. There are no fatal flaws with building the interpretive center on Kelly Field, which is off the landfill proper. Feasibility of the Territorial Farm, however, will have to be addressed as part of the closure program in cooperation with DEQ, Metro and the owner.

Tom also reviewed the Decision package approved at the last meeting (please see decision package "A" -- "What we build"). It has been slightly modified to clarify what the public sector can do to help encourage desired private sector development.

III. DECISION PACKAGE -- CONFIRMATION OF MASTER PLAN CONTENT ELEMENTS.

Decision Package "B" -- "Where we build"

Decision package "B" was discussed, and a general consensus reached to confirm the following:

. Site area for the overall center will be Kelly Field and Vicinity, including the landfill, sawmill, Steins Oil, Landeens, etc -- (basically all land between Abernethy Rd, the Railroad, and Hywy 213 EXCEPT the Metro transfer center).

. The site area for the Festival Marketplace will be "integrated" with the overall center -- e.g., option "B" on the handouts. This assumes:
  - it would be an integrated but separate facility
  - the architect will offer some better design concepts about how it might work
  - a master developer, like Del Webb who is the Grand Canyon concessionaire, should be contacted

. A portion of Washington Street will be closed -- option for a back exit past the Metro transfer center will be retained. This will be part of a series of road network changes that better connect 99E and Hywy 213, improve Agnes Street and the I-205 connection.

. Abernethy Road will be realigned, the railroad crossing pushed northward, and landscaped as a boulevard. This may be done in phases, but the western end realignment is
  - critical to both this plan and Oregon City's transportation plan.

Decision Package "C" -- "When we build"

This decision package will be the subject of the next meeting. Before leaving, committee members were asked to "vote" on what they consider "critical mass", or what HAS to be built in the first phase. The results of that "vote" is attached to these minutes.

Mike Salsgiver, representing Senator Hatfield, mentioned that federal Fiscal Year '92 planning has begun, and the Senator would like to see any funding applications in by January of 1991. He urged the committee to think about which federal agency (BLM, Forest Service, Parks Service) they would like to work with.

DECISION PACKAGE A -- "WHAT WE BUILD"

<u>The Story told by the Center will be:</u>

__ Theme areas as follows:
- The Oregon Trail experience
- Cast of Characters -- pioneers, early OC residents
- Barlow Road/Laurel Hill
- Columbia Gorge route
- Arrival in Oregon City and settlement of the Willamette Country -- e.g., stake claims
- The First Ones -- Native American, Hudson Bay Company

<u>Components of the Project will include:</u>

(Gated elements on site)
__ Interpretive Center
__ Outdoor/Living history quarter
__ Amphitheater for OT Pageant as well as multi-purpose events area
__ Meadows, waterways, restored 1850's landscape on immediate site

(Ungated elements on site)
__ Pioneer Memorial Plaza (Immigrant Park)
__ Festival Marketplace
__ 10 - 15 acres of parking

(Off site, public/non-profit sector)
__ Corporate picnic and group cookout area
__ Trail encampment/camp/workshop on a remote site
__ Park, greenway, trail expansions and additions, including: expansion of Clackamette Park, and family campground/park on Abernethy Creek
__ Viewpoints: from Trail's End Highway, Holcomb Bluff and Buena Vista Park
__ Sternwheeler docking facility

<u>Indoor/All weather Interpretive Program will include:</u>
__ A variety of contemporary delivery mediums, such as:
- computerized simulation
- holograms
- scale 3-D models
- dark rides
- case exhibits
- dioramas
- sculptures, murals, etc
- live, interactive, and/or experiential theatre

__ Educational component focused on Oregon school children
__ Educational component focused toward adults -- genealogy, crafts

Outdoor/Living History components will include:

__ Territorial Farm -- buildings, orchards, livestock
__ Early Oregon folk life and crafts (could be indoor)
__ Early Oregon City townscape
__ Native American Encampment
__ Hudson's Bay field encampment (outpost)
__ Grist mill, sawmill, or Wharf town located off-site on Lagoon or Abernethy Creek outfall on Willamette

Design/Interpretive concepts:

__ Basic design concept to recreate mid-1300s landscape and building character (Northwest Barn, early homestead styles)
__ Landscaping will be early arrival vegetation patterns -- meadows, bottom land, woodlands, cultivated areas

= = = =

We expect the private sector to invest in the surrounding area. These offsite components may include:

__ Visitor services -- gas stations & hotels at I-205 intersections
__ Redevelopment of Oregon City Shopping Center
__ Redevelopment of Lagoon area to Tourist Commercial (hotels, restaurants, recreation services such as marina)
__ RV camping area
__ Historic houses reserve area -- restore, operate as B&Bs, offices

To encourage this private investment, the public sector will:

__ Comprehensive Plan and zone Lagoon and area surrounding the EOT appropriately, for example;
  . Tourist Commercial Plan/Zone designation applied to the 2 interchange areas, Lagoon and Shopping Center
  . Design Guidelines overlay consistent with project Design themes
  . New Plan/Zone category to apply to the Historic Home Reserve areas, associated design themes
__ Form Urban Renewal District with a number of projects, both inside the Public/nonprofit complex and nearby/offsite. Urban Renewal projects that will promote private offsite development will include:
  . Infrastructure improvements to support redevelopment -- roads, walkways, the marina, etc
  . Acquire land, realign streets, provide utilities, etc for the historic homes reserve area(s)

DECISION PACKAGE B -- "WHERE WE BUILD"

B. LOCATIONS (see maps and model)
"Where we build"

1. Interpretive Center

__ The general area for "Immigrant Park", the interpretive center, outdoor history, amphitheatre, and 10-12 acres of parking for all of these will be Kelly Field and vicinity, the landfill, sawmill, etc.

2. Festival Marketplace

__ a. Integrated with Interpretive Center
__ b. Peninsula
__ c. Other offsite locations

3. Roads

__ Expanded, relocated, landscaped Abernethy Rd, either;
Option 1: Highway 213 to Main Street
Option 2: West end of DTD building to Main Street
__ Close affected portion of Washington Street
__ Entry work on Hwy. 213 and Park Place Interchange

4. Public/nonprofit offsites

__ Corporate picnic and group cookout area (Abernethy Creek, Goat Island)
__ Trail Encampment (Mt. Hood, Foster Farm, Marmot)
__ Family campground/park on Abernethy Creek
__ Expansion of Clackamette Park, trail system
__ Outdoor history at the Lagoon or Willamette
__ Sternwheeler Dock at Lagoon or Willamette
__ Vantage from Trail's End Highway
__ Viewpoints from Holcomb Bluff and Buena Vista park
__ Historic houses reserve area

5. Private offsites

__ Lagoon, OC Shopping Center area
__ Park Place intersection area
__ McLoughlin Blvd. intersection/Willamette riverfront
__ Downtown Oregon City, including areas to immediate south of EOT Center, and Abernethy Creek outfall on the Willamette

A G E N D A

END OF THE OREGON TRAIL STEERING COMMITTEE

October 25, 1990
7:30 AM to 9:00 AM
Conference Room I
Department of Transportation & Development

7:30 AM — WELCOME & INTRODUCTION

Darlene Hooley, Chair, Clackamas County Board of Commissioners

7:35 AM — FESTIVE CENTER RE-SITING REPORT AND CONFIRMATION OF DECISION PACKAGE "C" - CRITICAL MASS/"WHEN WE BUILD"

Tom VanderZanden, Director
County Planning & Economic Development
Dave Slusarenko, GSA, Master Plan Consultant

8:20 AM — DISCUSSION OF SCHEDULE AND PUBLIC PROCESS

Tom VanderZanden, Facilitator

8:45 AM — DISCUSSION, FUTURE MEETINGS, & AGENDAS

DECISION PACKAGE C -- CRITICAL MASS -- "When we build"

PHASE I	PHASE II	PROJECT COMPONENT
11		**Interpretive Center**
6		* (a) Full shell -- 60,000 sq feet . Majority of exhibits . Full landscaping of core site . One major show -- i.e. "Decisions Theater" . Full parking -- 10 - 12 acres . Education component (schoolchildren)
1	9	b. Remaining show component/multipurpose theater . Traveling Exhibits . Remaining landscaping of core site vicinity, e.g. roadway approach, meadow on landfill
		* **Living history**
6	2	(a) Several living history "demonstrator" programs (indoor)
4	7	b. Living history structures . Territorial Farm -- buildings, orchards, livestock . Folk life center . Early Oregon City townscape . Native American Encampment . Hudson's Bay field encampment
8½	1½	* **Festive Center** . 50,000 sq feet . 3 acres parking . Themed restaurants, speciality food items, moderate pricing, good food & entertainment . shops, themed
		* **Amphitheatre/Events area**
6	1	(a) Bare minimum amphitheater b. Fully equipped amphitheater
7	3	* **Pioneer Memorial Plaza (Immigrant Park)**
		* **Road Work**
7	1	(a) Expanded, relocated Abernethy Rd: Hywy 213 to Main St
4	4	b. Expanded, relocated Abernethy Rd: DTD to Main St
8	2	(c) Partial closure of Washington Street (d) Entry work on Hwy 213 and Park Place interchange

EOT STEERING Co. Preference Tally, 10-18-90

* Phase 1
O Option favored

_____ 𝍸 𝍸 **Off site -- Public/nonprofit**

- Corporate picnic and group cookout area
- Trail Encampment (remote site)
- Family campground/park on Abernethy creek
- Expansion of Clackamette park
- Living history at the Lagoon, or Willamette River
- Gateway/vantage from Trail's End Highway
- Viewpoints from Holcomb Bluff and Buena Vista park
- Sternwheeler docking facility

_____ 𝍸 𝍸 **Off site -- Private sector**

- Historic houses reserve area
- Hospitality/Visitor's Services at I-205 intersections
- Redevelopment of Oregon City shopping Center
- Redevelopment of Lagoon area to Tourist Commercial
- RV camping area

EOT90/m/926b

CLACKAMAS COUNTY
Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD UOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

MINUTES FROM THE END OF THE OREGON TRAIL SHOWCASE STEERING COMMITTEE MEETING, NOVEMBER 15, 1990

ATTENDING:

Darlene Hooley
Bill Tramposch
Tom DeJarden
Don Tank
Jim Renner
Alice Norris

Dan Fowler
John Hakanson
Larry Sowa
Judi Kaski
John Kauffman
Jim Mitchell

Ken Dauble
Margaret Dickerson
Erlien Kittelson

Dave Slusarenko
Linda McCarthy
Michael Dale

NEXT MEETING: DECEMBER 6, 1990, 7:30 a.m. to 9:00 a.m.
CONFERENCE ROOM I

I. WELCOME AND INTRODUCTION.

Commissioner Darlene Hooley opened the meeting.

II. DECISION PACKAGE -- FUNDING STRATEGY AND MANAGEMENT STRUCTURE

Six pages of handouts were passed out and discussed at the meeting. These are attached, and revisions the committee made are indicated in hand lettering.

Major points of discussion are as follows:

Timetable (page 1)

- This gives just one legislative session. (John Hakanson)
- The design of the facility and exhibits is a complex process -- this schedule would fast-track it -- it is possible, but will complicate things. (Dave Slusarenko)

Costs (page 2)

- Need to add one more year of project management -- 1991 through 1994.
- Project management costs include project director, marketing specialist, clerical, also major legal and technical advisory costs -- unless specialized costs are donated, it gets very expensive. (Bill Tramposch)

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- Site assembly costs listed include the vicinity around Kelly Field -- the affected properties in Phase I. Ken Dauble was directed to talk to the mill owners, get a better sense of acquisition/relocation/cleanup costs, and also develop a strategy as to how and when relocation could happen. (Dauble/Hooley/Fowler)

- Dave Slusarenko has investigated how a re-aligned Washington Street might work, as requested at a previous meeting, and has incorporated it in the second round of drawings . There was some discussion as to whether a re-aligned Washington St. should even be included. It should be reviewed by city traffic engineers (Dan Fowler). Washington St. realignment is not part of the Road Work costs listed here, but might be part of Phase II costs.

- The per sq. ft. figure for the Interpretive Center ($365) in 1993 dollars -- represents a mixed bag of building shell, interior finished space and furnishings, and exhibits. It is consistent with examples researched by economist Dick Lyon and exhibits designer Jerry Hilferty. (Dave Slusarenko)

- When costs are itemized in the final Masterplan publication, please include operation (staffing) costs for 1995 opening. (Bill Tramposch)

<u>Funding Strategies</u> (page 3)

- There appear to be two connections to Metro for this project:

  1. Promises were made to Clackamas county by the region which have not been forgotten. They have been thinking in terms of Clackadome, but another project such as this one might be appropriate. Perhaps the entree might be through the Regional facilities committee. (De Jardin/Hooley/Norris)

  2. Rena Cusma accepts that there might be a role for Metro in helping the local community properly close and reclaim the landfill. (Tom De Jardin)

- How large a campaign chest would we need to pass a regional bond measure? (Jim Renner)

- The General Obligation Bond option is good even if it was done at the County level rather than region. We could build the center for less than $.20 per thousand with a County bond -- this would let the people getting jobs and benefit pay for it. (John Hakanson)

Management Strategies (page 4)

- Clackamas County has been a major player largely because they are an organization that can accept state lottery grants, and because the Oregon Trail Center was a major strategy in the County's Economic Development and Tourism plans. The County will be glad to turn management over to a nonprofit or other appropriate organization. We need to determine when and how the transition will take place. (Darlene Hooley)

III. FORMATION OF 5 WORKING COMMITTEES

As recommended by the funding and management strategy, the committee agreed to form 5 working committees, as shown on page 6 of the handouts. Staff will be calling you to set up meetings. Each committee will be asked to formulate a strategy and set it in motion as soon as possible -- this is especially true of the STATE committee, which will need to do something in the next two weeks.

IV. NEXT MEETING

At the December 6 meeting, committee members will be asked to acknowledge public comments, and, if appropriate, endorse the Masterplan. Please review the draft plan, and also be prepared to discuss the next phase of planning work.

We can probably trust the consultant to correct most typing, spelling and grammar errors themselves (barring any more 11th-hour computer difficulties!), but if you have other specific corrections or recommended changes, please provide them to Ken Dauble by November 27 so they can be incorporated in the December 6 report. You can make your comments to or ask your questions of the following:

KEN DAUBLE,
Clackamas County Planning
Project Manager
902 Abernethy Road
Oregon City, OR 97045
655-8521 650-3313
FAX: 650-3418

DAVID SLUSARENKO
GSA and Associates
Project Architect, Lead
Consultant

225-0034
FAX: 225-0277

EOT90/min/1115:mad

TIMETABLE, COSTS, FUNDING AND ORGANIZATION

The last few months we've been concentrating on what we would all like to see happen at the End of the Oregon Trail. Now, with review of the draft plan underway, our focus can shift to how to fund the program, and actually get the job done -- i.e., execution, realization of the primary mission.

FIRST, TIMING . . .

The consultants have provided a general timetable, based on the development of other, similar undertakings, as follows:

General Master Plan, conceptual design and feasibility (completed)	6-9 months
Site selection and preparation, program refinement	6-18 months
Management, fund-raising (concurrent with site selection, etc.)	12-18 months
Design development, construction documents	10-14 ~~16-24~~ months (minimum)
Construction, exhibit/show fabrication, preliminary staffing	18-24 months

Given this, under optimal circumstances and funding availability, a general sequence of development could look like this:

1991	1993	1995
site prep and funding	pre-opening events/ground-breaking	Phase 1 "Open for business"

(Note: Groundbreaking could coincide with the 1993 statewide celebration of the Oregon Trail, a major opportunity in which Oregon City, Clackamas County, and the End of the Oregon Trail should expect to participate.)

yes (Acceptance)

COST REVIEW

The fundamental areas of expense over the next three to five years will be:

1) Project Development and/or Management
2) Assembly, Preparation of the Site
3) Capital Facility Development

The "flagship" of the facility development program is the Interpretive Center. Given the nature and space requirements of the interpretive package, along with other "Phase I" priorities, a rough overall budget estimate can be devised:

. Project management, ~~3~~ 4 years @ $250,000/year	$ 1,000,000 ~~750,000~~
. Site assembly*	3,200,000 + $ ~~2,900,000~~
. Road Work	$ 1,350,000
. Phase I Capital Facility Program -- interp. ctr/60,000 sq. ft. @ $365/sq. ft.; emigrant park, amphitheater, festive center	$25,000,000
T O T A L BUDGET, Phase I	30,550,000 ~~$30,000,000~~
. Phase II[1] Capital Facility Program -- largely outdoor living history elements, additional road work, offsite programming & education components	$10,000,000
OVERALL PROJECT COST TOTAL	40,550,000 ~~$40,000,000~~

* staff will determine costs associated with the sawmill, & land assembly costs may be increased accordingly.

yes (Acceptance)

---

[1] Phase II is estimated to cost the equivalent of a 20,000 sq. ft. indoor facility, or $7.3 Million., plus the additional road work and offsite programming and educational elements.

FUNDING STRATEGIES

A. Multiple Sources/Leveraging

This approach would require multilevel orchestration and coordination, networking, etc. -- such as capitalizing on state '93 celebrations in conjunction with the Oregon Trail Coordinating Council (OTCC), working directly with U.S. Senator Hatfield and Federal agencies, and maintaining a high caliber grantsmanship effort.

1)	Project Management -- local resources	$ 750,000
2)	Site assembly/prep -- state resources, with local assistance	$ 4,250,000
3)	Capital facility expenses -- through combination of; federal @ 50% state @ 25% private, corporate @ 25%	$ 25,000,000
	T O T A L	$ 30,000,000

B. Regional Bond/Federal Partner

Measure 5 passage may weaken local and state ability to finance this project. However, it doesn't affect voter-approved bond levies for capital construction. Therefore, it may be advantageous to pursue a regional bond measure through Metro, similar to the recent, successful LRT measure. Staff suggests that up to 3/4s of the total project cost ($40 million) might be raised by the region, matched by 1/4 Federal share.

This strategy might also expedite the schedule of development, since funding might be acquired fairly soon. It would require additional effort and resource commitments to passage of a November regional bond measure.

C. Combined Approaches

A combined approach would not put all eggs in one basket, but pursue at least the two above strategic funding scenarios. To pursue a combined funding approach, we would need to coordinate our efforts and perhaps broaden our base of resources. A place to start would be the formation of 4 committees:

1. METRO
2. STATE
3. LOCAL/CORPORATE
4. FEDERAL

yes -- (Acceptance)
accept "C"

MANAGEMENT STRATEGIES

The management structure recommended for the End of the Oregon Trail facility depends to some extent on the funding strategy that is most successful, i.e., the organization that finances the center may want to run it, or have a large say in how it is run. On the other hand, the individuals that birthed and nurtured the idea will want some input, as will the city which will be heavily impacted, the County which will be asked to donate, the business community which knows how to manage, the historic preservation, tourism development, education communities, and etc.

The consultant recommends that the immediate management structure focus on the task at hand. Therefore, be thinking in terms of 2 structures:

1. Project Development & Management (1991 through ~1995

A structure should be set up to raise money, transition from city/county project management to the ultimate program management organization, consolidate the site, and develop the project. One recommendation is that this development phase be staffed by at least an Executive Director, Marketing person, and support staff -- costing roughly a $250,000/year -- regardless of the parent organization.

The consultant recommends a "Joint Powers Entity", formal or informal, to package or promote the project for developer/operator interest. The JPE would encourage development of a private nonprofit organization to develop and operate the facility, and sell or lease the assembled property at a nominal rate to them, while at the same time imposing quality control guidelines, etc. The nonprofit organization would raise money and develop the project.

THis aproach would have to be adapted to this situation -- intergovermental relationships, unique aspects of having a landfill part of the site, etc. The agencies/organizations active or potentially active in the project at this time include:

- Oregon City -- property owner, land use administrator, primary economic impact, urban renewal
- Clackamas County -- property owner, economic impact
- Metro/DEQ -- landfill closure issues
- Oregon Trail Foundation -- 501(c)(3) formed to implement this proj.

2. Programming and operational management (1995+)

Dick Lyons recommends that the ultimate program manager should be private, nonprofit (501)(c)(3) corporation which can operate the center like a business, and be separated from political variability.

- - - - - -

Staff recommends that committee be formed to address the management issues of project development and transition. This should be coordinated with the funding committees and the Oregon Trail Foundation.

_____ (Acceptance)

(not specifically accepted -- but committee was formed)

CAPITAL FUNDING OPPORTUNITIES/ASSETS

1. VALUE OF THE THEME --

NAT'L -- NAT'L TRAILS LEGISLATION/Senator Hatfield
- Nat'l Parks Service
- U.S. Forest Serv, etc

STATE -- OREGON TRAIL COORDINATING COUNCIL (OTCC)-- conduit to fund 4 Oregon centers through direct Legislative Allocation. Involves a coalition of the following (lottery funded) state organizations:
- Oregon Econ Devl'p Division
- Oregon State Tourism
- Or Historic Society

STATE -- "END" STATUS, MAJOR TOURISM ATTRACTION /ECONOMIC DEVELOPMENT PROJECT
- Direct Legislative Allocation -- EOT alone
- Oregon Regional Strategies Program/OTA (lottery)
- Special Public Works program -- roads, utilities (lottery)

2. METRO OBLIGATION (Landfill closure, EOT as an end use)
- Metro South Tip Fees $_____/ton, 351,500 tons, Total = _____
- Metro Solid Waste Budget Total = $41,468,737

3. PRIVATE, CORPORATE, FOUNDATIONS
- Fred Meyer Charitable Trust, etc
- Sponsors of specific exhibits -- S.A. U.S. West/Decision Theatre
- Individual giving (S.A. Bill Brod, Schnitzer)
- Developer concessions/partnerships
- OTCC -- corporate CEOs group

4. OTHER REVENUES
- City Hotel/Motel $42,033 (FY 1988-89)
- City Enhancement Fund $.50/ton, 351,500 tons, Total = $145,750
- County Hotel/Motel (various restrictions -- _____
- City Urban Renewal (dedicated -- listed projects only)
- County Road Fund (dedicated fund -- roads only)
- County Comm Development Block Grant -- blight removal
- State/Federal Road monies (dedicated funds -- roads only)
- State Fish and Wildlife, Marine Board, etc

5. GENERAL OBLIGATION BONDING CAPACITY
- Metro -- Total Ass'd Valuation of $35,354,983,973 _____
- County -- Total AV of $10,493,102,280 _____
- Oregon City -- Total AV of $466,079,500 _____

OPERATIONS AND MAINTENANCE FUNDING

1. REVENUE GENERATION CAPACITY OF THE CENTER ITSELF
- Festive Center revenues
- Admissions, gift sales, etc

RECOMMENDED COMMITTEES

1. METRO

✳ Tom De Jardin	Gene Leo
Judie Hammerstad	Sho Dozono
Judy Kaski	Alice Norris
Tom VanderZanden	Suzanne Van Orman
George Van Bergen	

2. STATE

✳ Joyce Cohen	Larry Sowa
Bill Kennemer	Kelly Clark
John Hakanson	Bill Tramposch
Carl Halvorson	Jim Renner
Debby Kennedy	✳ Dan Fowler (will chair short-term effort)

3. FEDERAL

✳ Ed Lindquist	Dan Fowler
Mike Salsgiver	Mike Kopetski
Steve Beckham	Rod Sandoz

4. LOCAL & CORPORATE

~~Dan Fowler~~	Marlyn Eichenger
Donald Kerr	Bruce Henderson
Jack Parker (Don Vetter)	Steve Meek
Gordon Jones	Don Tank
John Block	Dave Spear
- ✳ Suzanne Van Orman	

5. PROJECT DEVELOPMENT MANAGEMENT

✳ Darlene Hooley	Bill Tramposch
Alice Norris	Kay Rich (Zoo)
Loenard DeBoff	John Kauffman

✳ Chair

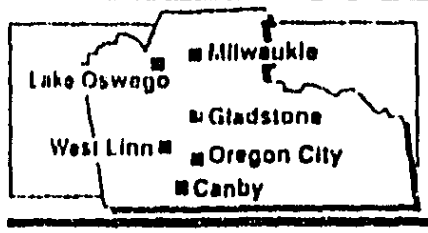
RECOMMENDED COMMITTEE REQUIREMENTS

1. Define scope, Assesses possibilities, strategy

2. Develop Game Plan, and report by;
   Local, Federal, Metro, Management Committees -- February, 1991
   State -- some action by December 1, 1990

3. Fortify contacts

EOT90/dp/1114



METROSOUTH

COMMUNITY NEWS AND FEATURES

Panel mulls financing of End of Oregon Trail complex

Steering committee wonders about Metro aid with bond measure to fund history showcase

By LINDA McCARTHY
Correspondent The Oregonian

OREGON CITY — A steering committee has suggested that the Metropolitan Service District could help find $10 million for a history showcase at the End of the Oregon Trail.

The End of the Oregon Trail Steering Committee on Thursday toyed with the idea of seeking Metro's help with a bond measure to finance a history complex that would draw tourists to the region.

The committee has been working for months on preliminary plans for the project, proposed for an area known as Abernethy Green. The area — where Interstate 205 and Oregon 213 meet — is the official end of the 2,000-mile trail that led about 300,000 pioneers from Independence, Mo., to the Oregon Territory in the mid- to late 1800s.

Clackamas County organized the steering committee, which includes representatives of the county, Oregon City and the state, and other local representatives.

Tom DeJardin, a Metro councilor from Clackamas County, said Metro could be drawn into the plans because part of the complex would be built over a landfill that has not been properly closed.

"It's part of Metro's job to reclaim old landfills," DeJardin said. "We're sitting here with a closed landfill that is not that well closed . . . A business next to a landfill is serious business."

But DeJardin said there also has been talk over the years of a domed stadium in Clackamas County and the Oregon Trail project may be competing for money if it turned to Metro.

Funding for the history complex could come from a combination of private and public sources. Passage of Ballot Measure 5 could hurt local and state financing. The measure, however, does not affect voter-approved bond levies for capital construction.

It would cost property owners in the Metro district about 5 cents per $1,000 of assessed valuation to generate the $10 million needed to finance the project, according to Clackamas County officials.

David Slusarenko, architect for the project, said the complex is a unique development and would attract visitors from all over the world.

"There is only one Oregon Trail and one End of the Oregon Trail," Slusarenko said. "It's time to be visionary and establish sommething of national significance."

The showcase is being planned in two phases. The first phase would cost more than $30 million and would include construction of a 60,000 square foot interpretive center, park, amphitheater and a festival center. Acquisition of private property in the project area would take place in the first phase.

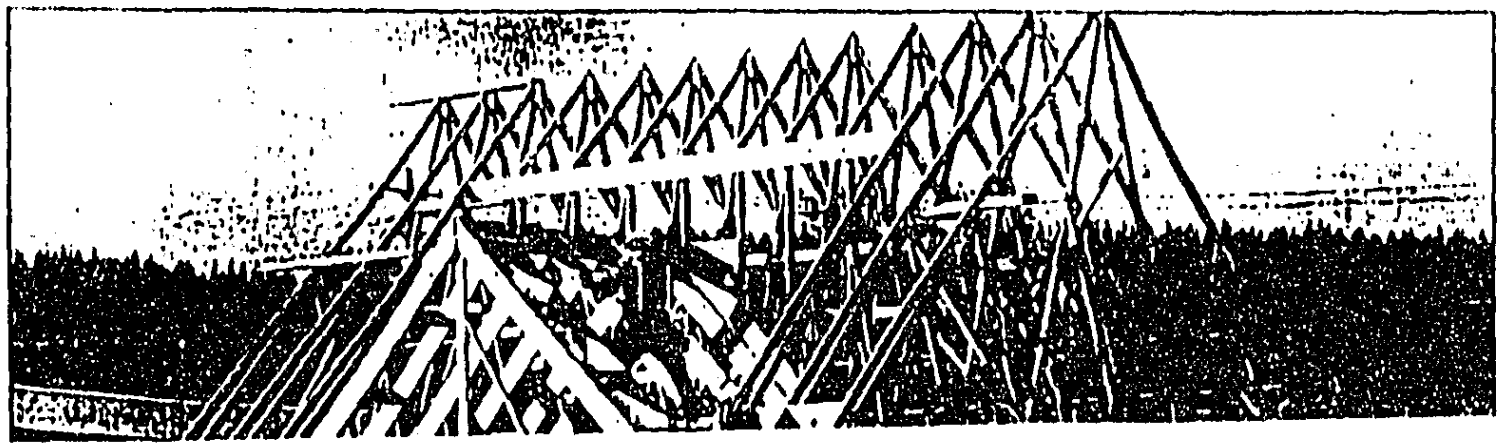
The second phase would cost about $1[0] million. The money would be used for outdoor living history elements of the complex, additional road work and offsite programming and education.

The committee hopes to finish site selection while developing a management plan and working on ways to raise money. The group wants to have a ground-breaking and pre-opening show in 1993 to coincide with the statewide celebration of the Oregon Trail's 150th anniversary.

The complex should be open for business in 1995.

The steering committee will meet again on Dec. 6 to continue discussions about funding for the project.

Oregon City transit center



Oregon City cuts list of projects in half

Commissioners, citing Measure 5, call plans too ambitious

By DAN McCUE
Correspondent The Oregonian

OREGON CITY — The city's Urban Renewal Agency cut the list of proposed projects for the down[town] successful. Block said, is to rezone the lagoon area, counted on by the agency to be a center of first rate tourist amenities such as a hotel, marina, restaurant and boat dock.

"We will not be successful getting a $20 million hotel, restaurant and marina complex in the lagoon [as] there is an asphalt and concrete plant in the lagoon," he said.

It must be rezoned from heavy industrial to

END OF THE OREGON TRIAL
MASTER PLAN SCHEDULE & PROCESS UPDATE

SEPT - 27th Steering Committee meeting
* Master plan Product expectations
* Decision package: Program Content Elements

OCT - 18th Steering Committee meeting
* Decision package: Location, siting

OCT - 25th Steering Committee meeting
* Decision packages: Phasing/Critical Mass, Public Process

- Begin review of Master plan draft text -- City/County staff, Oregon Trail Foundation, Steering Committee when completed draft is available.

- Schedule workshops with BCC, City Commission (draft plan text)

- Draft Master Plan to City for Planning Commission and Urban Renewal Agency Review

- Set up public information program with key local organizations, and affected property owners (October 15 to December 15) - Oregon City Parks/Enhancement Committees, Improvement Trust, Oregon City Chamber, etc.

NOV - 15th Steering Committee meeting
* Funding strategy and management structure

- City PC action on Urban Renewal (4th week in November)

- Hatfield contact, preliminary briefing

DEC 6th Steering Committee meeting
* Identify Additional Work, Endorsement and/or Acceptance of Master Plan

- BCC Action/Acceptance of Master Plan

- City Commission Action/Acceptance of Master Plan
* Formation of Urban Renewal District

- Production of Master Plan

JAN/FEB of 1991 - Begin Outreach and Implementation Program

- Community Open House/Distribution of Master Plan Kickoff Funding Drive?

- Phase III planning work
  (interp. program, prospectus, design, preliminary engineering)

- Early Outreach and/or Marketing
  Portland Chamber, City Club
  POVA
  Oregon Historic Society
  etc.

- Hatfield full briefing, determine federal strategy

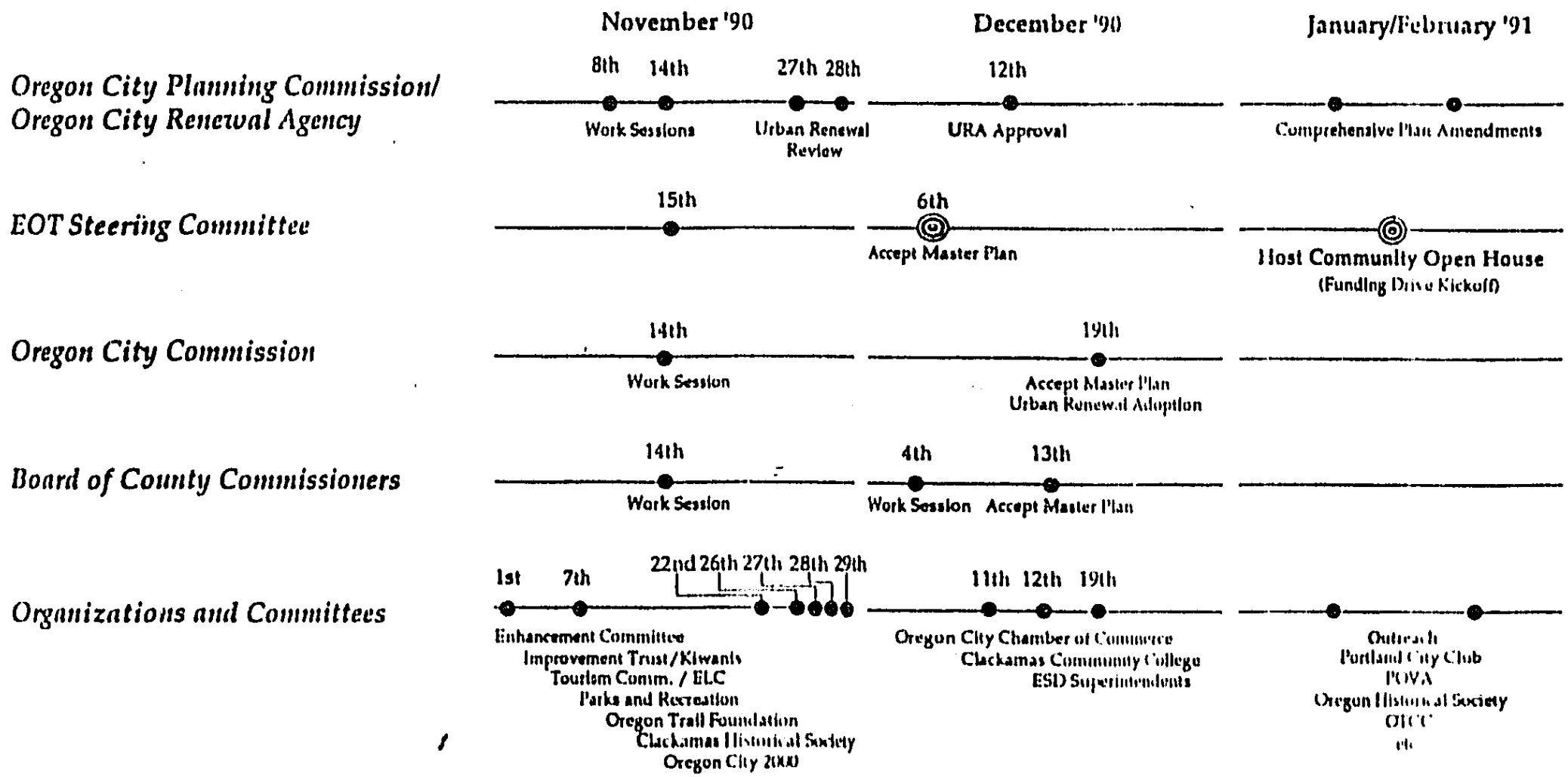
- Formal City/County/Foundation Partnership, staffing commitment

- Intertie with State Trail Coordinating Council

- City zoning actions as necessary

r/kd/0924:elk

End of the Oregon Trail Masterplan
Schedule and Public Process
October 25, 1990



CLACKAMAS COUNTY
Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

MINUTES FROM THE END OF THE OREGON TRAIL SHOWCASE
STEERING COMMITTEE MEETING,
DECEMBER 6, 1990

ATTENDING:

Darlene Hooley	Dan Fowler	Bob Schutte
Joan Smith	John Hakanson	Carl Halvorson
Joyce Cohen	Larry Sowa	John Kauffman
Don Tank	Steve Meek	Gordon Jones
Tom DeJardin	David Spear	Jim Mitchell
Suzanne Van Orman	Don Vedder	Alice Norris
Mike Salsgiver	Red Hart	Bill Osborn
Tom VanderZanden	Dave Slusarenko	Linda McCarthy
Ken Dauble	Mark DiLorenzo	
Margaret Dickerson	John Block	
Erlien Kittelson		

NEXT MEETING: FEBRUARY 7, 1991, 7:30 a.m. to 9:00 a.m.
CONFERENCE ROOM I

I. WELCOME AND INTRODUCTION

Several new people were introduced: Joan Smith of new U.S. Representative Kopetski's office, Bob Schutte of Stimson's Lumber Company and Bill Osborn of Krueger's Lumber Yard.

II. DECISION PACKAGE -- APPROVAL OF MASTER PLAN

1. Tom VanderZanden reviewed a revised budget provided by the Consultant which incorporated the changes made by the steering committee at its last meeting, plus pre-opening costs. See attached.

2. One of the issues brought out in the public review process is concern over the partial closure of Washington Street. Bill Osborn of Krueger's Lumber was concerned that there might be a 25-30% loss in business due to lost traffic in front of his store. Maggie Dickerson said that the precise traffic count impacts of the change in road configuration haven't been modeled yet, but the engineers have said that the configuration, along with alternate capacity provisions, will work. The consensus of the Steering Committee was to avoid hurting the Washington Street businesses, and provide traffic impacts information in the next stage of planning work. Dan Fowler added that improvement of Agnes Street may help access to Washington Street businesses.

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Other street/road concerns: 15th Street will not be shown as closed on the Master Plan drawings, and the possible realignment of 99E as shown on the drawings -- if feasible and done at all -- will be a separate project.

3. Stimson's Lumber Mill has been contacted in the past month, and as a result of preliminary talks, it appears that it might be best not to make an absolute commitment as to whether they must be relocated in Phase I or not. Tom VanderZanden indicated that there might be other options for dealing with the short-term parking and acoustical issues. Ken Dauble suggested a strategy of developing a relationship with Stimson's realizing that the industry as a whole is under pressure right now, with options including:
   - Buy them out as shown in the budget, or
   - Relocate them, hopefully in Oregon City, or
   - Work with them on-site in Phase I, and plan to either buy them out if they become available or relocate them in Phase II.

Carl Halvorson asked some questions about the long-term economic prospects of the Mill. Bob Schutte from Stimson's answered:
- Stimson's has been in the Northwest since the late 1800s, has a history of longevity in the mills it owns.
- Stimson's has a large timber base of their own, are less vulnerable than other companies depending on outside supplies.
- This mill processes old-growth, defective logs. It is unique, one of two mills in area that does so. May begin to process 2nd growth, too.
- They have no way of predicting what will happen in five years. Maybe this mill won't be able to compete for logs, on the other hand. maybe this mill will find a niche, and be even stronger in 5 years.
- This mill has 80-85 employees, $3 million annual payroll, $.5 million in local supply purchases annually.
- This is a good site in terms of excellent access to diverse timber supplies, difficult in that land values in the metropolitan area are rising.
- The mill will add new technology as it becomes available.
- The Trail Center project is not seen as either positive or negative to the operation of this mill.

John Block asked if the mill might be able to trade some of its area needed for EOT parking for vacated Washington Street land -- Bob's answer: maybe. John also asked if the mill could be moved a bit farther north on the same site. Bob's answer: absolutely not -- might as well relocate all together.

Suzanne Van Orman mentioned her discomfort with the idea of losing any of Oregon City's industrial base. She favors a relocation program for Stimson's if needed and other businesses that will have to be replaced.

4. Ken Dauble discussed his extensive public review process (see attached).

Staff presented a draft resolution. The committee modified it to deal directly with the Washington Street and mill issues. The resolution was then unanimously approved by the Steering Committee (see attached).

III. NEXT STEPS

1. Tom VanderZanden presented a handout of next steps of planning work which the staff will intermittently be reviewing with the Steering Committee over the next 6 - 8 months (see attached). In addition, based on the consultant's recommendation of a "joint powers" structure for management/project development, Tom VanderZanden suggested a transition budget scenario, with the City and County lending resources (staff and/or funds) to the private, non-profit Oregon Trail Foundation. This existing organization, in turn, would work up to a full complement of staff and budget capabilities over the next 3 - 4 years, eliminating need for City/County support by year 5 when the Trail Center would be open and operational.

2. Dan Fowler and John Hakanson presented a resolution of the Oregon Trail Foundation (see attached) indicating a desire/willingness to adapt and work with the Steering Committee in project development and management.

3. Darlene Hooley discussed the next steps for the Steering Committee. The funding and management subcommittees will be meeting in January, and should plan to report back to the full committee in February with a strategy.

   If a Steering Committee member would like to be on a different or additional committee, let Ken Dauble or Maggie Dickerson know.

IV. REPORT FROM METRO

Darlene Hooley asked Tom DeJardin to report back on his discussions with other Metro officials about possible Metro involvement. Tom said that DEQ is presently studying the closure of Parker's landfill. DEQ may ask Metro to properly close the landfill, and Metro might be interested in doing so as a means to accomplish the End of the Trail. They are waiting for the results of the closure study (due after the first of the year). Parker should consider the benefits of donating the landfill to a land bank. Dennis O'Neil is a good staff contact at Metro. Metro sees a responsibility to the area because of the landfill.

EOT90/min/1206:mad

In the matter of endorsing
the End of the Oregon Trail
Masterplan and recommending
it to Oregon City and
Clackamas County

It appearing to this Committee that the Masterplan for the End of the Oregon Trail Center has been completed by a multi-disciplinary consultant team led by Guthrie, Slusarenko and Associates (GSA); and

It furthermore appearing that we, the Steering Committee for the End of the Oregon Trail Masterplan, have been appointed by Clackamas County and the City of Oregon City to oversee development of the Masterplan; and

It furthermore appearing that the Steering Committee for this Masterplan has been meeting regularly since January of 1990 and reviewing plan components as they were developed; and

It furthermore appearing that the draft of this Masterplan has been presented to a number of community organizations, and their comments and concerns have been incorporated as appropriate.

NOW, THEREFORE, IT IS HERBY RESOLVED that this Committee endorses the Masterplan for the End of the Oregon Trail, and recommends it to the City of Oregon City and County of Clackamas commissions for acceptance and further action. The committee also directs staff to further study the impacts of traffic on Washington Street and adjacent businesses, and explore the options of developing Phase I without moving the Stimson's mill.

DATED, this 6th day of December, 1990

End of the Oregon Trail Steering
Committee

Darlene Hooley, Chair

EOT90/res/1205

EOT

PHASED DEVELOPMENT PROJECT BUDGET (1993 Prices)

PHASE I: 1991-1995

• PROJECT DEVELOPMENT/MANAGEMENT			$ 1,000,000
- Executive Director, Marketing Director, Support Staff, Legal and Accounting Fees, Overhead			
- Allow $250,000 per year.			
• SITE ASSEMBLY			3,200,000
- Purchase of approximately 9 acres, relocation assistance.			
• ROADWORK & BRIDGE:			1,800,000
- Realignment, widening, and landscaping of Abernethy Road from OR 213 to Main St. Extension.			
- New Wasnington St. wooden bridge structure.			
• INTERPRETIVE CENTER/EMIGRANT PARK:			25,000,000
- Building (60,000 GSF equivalent at $365/sf =$22,000,000)			
• Building Construction, Exhibitry, Shows, Furnishings and Equipment.	$ 16,600,000		
• Contingency at 5 percent	900,000		
Subtotal	17,500,000		
- Site Preparation/Development			
• Fill, Grading, Landscaping	1,600,000		
• Parking	600,000		
Subtotal	2,200,000		
- Professional Fees at 14 percent (Architect, Interpretive Designers, Engineers and Special Consultants)	2,300,000		
Total		$ 22,000,000	
- Emigrant Park, Amphitheatre/Special Events, and Festive Center		3,000,000	
• PRE-OPENING OPERATIONAL COSTS (ALLOWANCE):			3,000,000
- Labor: Salaries & wages			
- Non-Labor: Overhead e.g. office space, travel, etc.			
- Management system; Policy Manual, Accounting, Cash Controls, etc.			
- Start-up Inventory			
- Advertising			
- Grand Opening Events			
- Working Capital Budget			
TOTAL PHASE I:			$ 34,000,000

PHASE II: 1995-2000

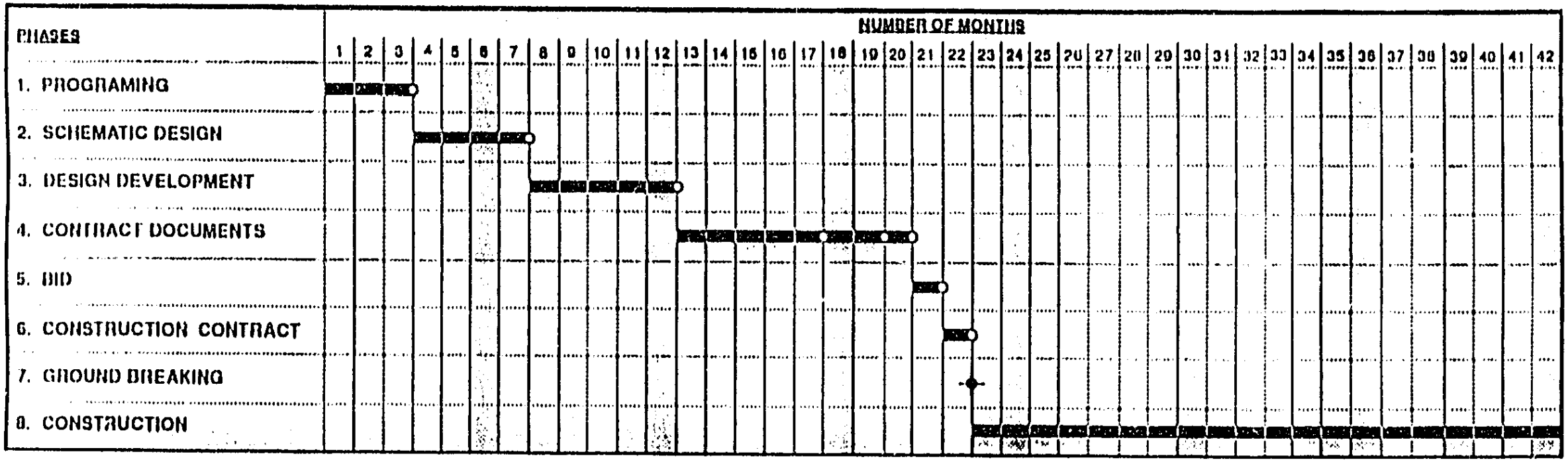
• SITE ASSEMBLY:		$ 3,000,000
- Off-site Program Areas (Historic Homes Reserve, Group Cook-out, etc.) Additional Relocation Assistance.		
• SITE DEVELOPMENT/LANDSCAPE:		
- Completion of Amphitheatre, Water Features		2,200,000
• INTERPRETIVE CENTER/OUTDOOR LIVING HISTORY:		7,300,000
- 20,000 sf equivalent at $365/sf Building Construction, Exhibitry and Contigency	$ 5,800,000	
- Site Preparation/Development		
- Professional Fees at 14 percent (Architect, Interpretive Designer Fees, Engineers)	800,000	
- Site Preparation/Development	700,000	
TOTAL PHASE II:		$ 12,500,000

PHASE III: 2000-2005

• INTERPRETIVE CENTER EXPANSION:		
- Completion of 20,000 sf added space.	$2,000,000	
- Administrative/Education Center Renovation (Conversion of existing DTD Building)	3,750,000	
- Maintenance Shops.	1,500,000	
- Outdoor Living History Branch Sites (Lagoon/River).	3,500,000	
- Professional Fees at 14 percent (Engineer, Architect, Interpretive Designer Fees.)	1,250,000	
TOTAL PHASE III:		$ 12,000,000

END OF THE OREGON TRAIL CENTER
OREGON CITY, OREGON

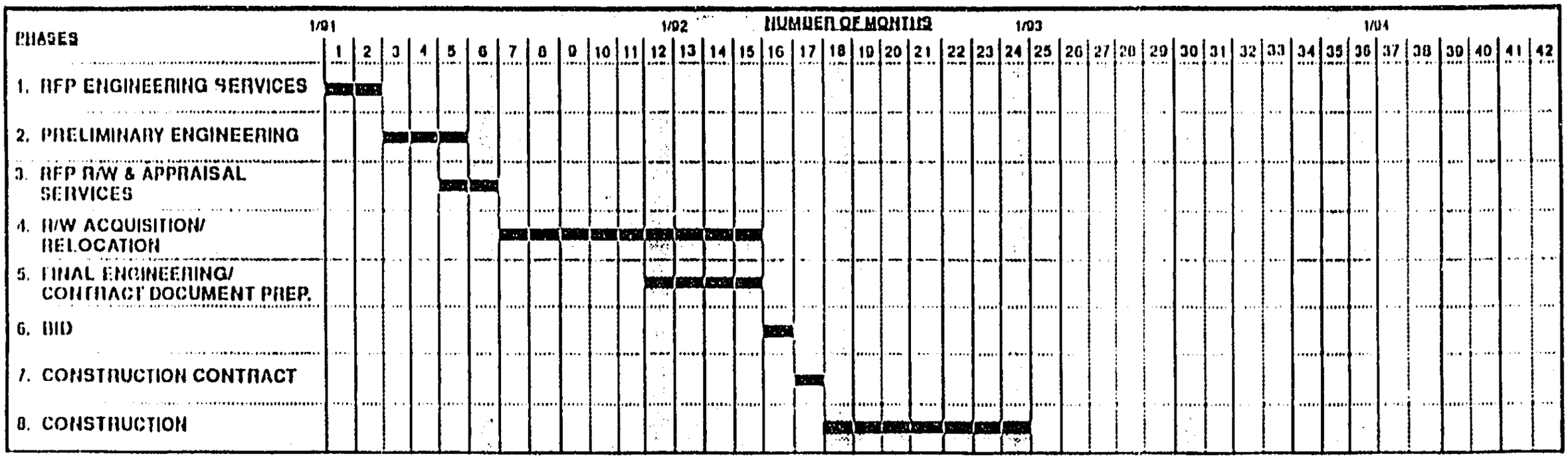
PROPOSED PROJECT TIMELINE
ARCHITECTURE/INTERPRETIVE EXHIBITRY



O OWNER REVIEW APPROVAL

END OF THE OREGON TRAIL CENTER
OREGON CITY, OREGON

PROPOSED PROJECT TIMELINE
ROAD REALIGNMENT



Summary of Public Review of the End of the Oregon Trail Masterplan

OLD HOME FORUM

Meeting Date: October 16, 1990 Presenter: John Block

Primary concerns/recommendations: Discussion of the Downtown Urban Renewal plan

OREGON CITY METRO ENHANCEMENT COMMITTEE

Meeting Date: November 1, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: This committee will inform Metro of the Masterplan, will write a letter asking them to support the Trail Project area, & seeking funding assistance with the landfill closure.

WEST LINN/LAKE OSWEGO KIWANIS

Meeting Date: November 7, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Strong support.

OREGON CITY PLANNING COMMISSION

Meeting Date: November 8, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: The plan should clarify: specific boundaries, traffic counts(?). A mathematical error on page 40 should be corrected. An RV park at Pope Lane would be appropriate. The city should develop design guidelines, including special setbacks in Lagoon area, and properly zone the area. The Planning Commission recognized that land use planning coordination was essential for the project to succeed, and recommended a joint planning/city commission strategy session.

OREGON CITY URBAN RENEWAL AGENCY

Meeting Date: November 14, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Plan was discussed. Concern was raised about access to Washington Street business.

WASHINGTON STREET BUSINESSES -- INFORMAL GROUP

Meeting Date: November 20, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Protect Washington Street businesses' access during construction. Develop a relocation strategy for businesses that must be relocated.

CLACKAMAS COUNTY HISTORICAL SOCIETY

Meeting Date: November 28, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Strong interest and support. Concerned that EOT fund-raising might conflict with their fund-raising.

CLACKAMAS COUNTY ECONOMIC DEVELOPMENT COMMISSION

Meeting Date: November 28, 1990 Presenter: Ken Dauble

Primary concerns/recommendations: Confirmed their commitment to this project. Will review hotel/motel tax piece.

OREGON CITY PARKS AND RECREATION BOARD

Meeting Date: November 29, 1990 Presenter: Dan Fowler

Primary concerns/recommendations: Their main concern is relocating the ballfields. They agreed to develop a transition plan for Kelly Field.

OREGON CITY 2000 GROUP

Meeting Date: November 29, 1990 Presenter: Dan Fowler

Primary concerns/recommendations: Strong support.

OREGON TRAIL FOUNDATION

Meeting Date: December 4, 1990 Presenter: Ken Dauble, Fowler

Primary concerns/recommendations: They can reorganize Foundation as needed to accommodate project.

Scheduled meetings:

OREGON CITY CIVIC IMPROVEMENT TRUST

Meeting Date: December 5, 1990

JACK PARKER, DON VETTER

Meeting Date: December 6, 1990

OREGON CITY SCHOOL DISTRICT BOARD

Meeting Date: December 10, 1990

OREGON CITY CHAMBER OF COMMERCE TOURISM COMMITTEE

Meeting Date: December 11, 1990

CLACKAMAS COMMUNITY COLLEGE BOARD

Meeting Date: December 12,

ESD SUPERINTENDENTS

Meeting Date: December 19,

STIMPSON'S LUMBER

Meeting Date: Week of December 21st

EOT90/m/1205

DECEMBER 1990 PRELIMINARY

EOT PLANNING WORK, PHASE III

(Master Plan publication color enhancement and printing)

$7,500

1. EOT Project Area Environmental Assessment - geotechnical, soils, hazards evaluation ("level 1 and/or 2") - overall recon of study area, with focus on Kelly Field vicinity, to include the land fill (with some evaluation of associated liability/risks and coordination of closure program with DEQ).

   $25,000

2. Urban Renewal Plan & Design Guidelines (includes district formation by year end '90); Coordination with State Highway and Metro.

   $35,000

3. EOT Interpretation/Educational Program, Content and Delivery Plan, Indoor/Outdoor.

   $25,000

4. EOT Festive Center Feasibility and Preliminary Marketing Plan ("formula" for success).

   $15,000

5. EOT Marketing Prospectus (fund-raising, outreach tool)

   - Brochure/fold out a "hype" piece to "shop around")

   - Audio/Video, 10-12 minutes ("what it will become!)

   $30,000

6. Final/Refined Site & Physical Design Plan (including Emigrant Park)

   - Space requirements detail
   - Building configuration, footprint
   - Definitive phasing strategy
   - Initial site landscaping, parking, grading detail

   $30,000

7. Site Assembly legal/appraisal support

   $5,000

8. Organizational/Management Plan

   $5,000

9. "Phase 1" Financial Planning - operations, pre-opening, marketing plan

   $20,000

10. "Phase 1" Preliminary A & E/Schematic Design

    - Abernethy Road preliminary engineering
    - Emigrant Park/Special Events Area
    - Interpretative Center

    $55,000

11. Facilitator - Public Relations and Marketing

12. Fund-raising/Resource Development Plan

    - Grant writing, etc.

r/kd/1005:elk

December 5, 1990
Milwaukie, OR 97267

At a meeting on December 4, 1990 in Oregon City the Board of the Oregon Trail Foundation discussed its possible role in managing the development and operation of the End of Trail facility that is now under study. Those present* adopted the motion appearing below.

"The Oregon Trail Foundation is interested in being involved in the development and management of the End of Trail project. The Board is open to change in the structure of the organization and is willing to change if the Steering Committee believes this is necessary or desirable. The Board continues to be concerned about historical accuracy and integrity, and believes that the project must have a strong educational element, and that it should remain true in spirit and in action to the basic purposes of the Foundation."

The purposes of the Foundation as stated in Article II of its By-Laws, are as follows: "The purposes of the corporation are to provide educational, cultural and recreational resources for the public based on the migration and settlement of the 'Oregon Territory' via the Oregon Trail System originating in Independence, Missouri, and terminating on Abernethy Green, Oregon City, Oregon."

Respectfully submitted, John Hakanson, Secretary, Oregon Trail Foundation

*Dan Fowler, Alice Norris, Jim Tompkins, Harriet Jorgensen, John Hakanson

CLACKAMAS COUNTY
Department of Transportation & Development

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

A G E N D A

END OF THE OREGON TRAIL STEERING COMMITTEE
December 6, 1990
7:30 AM to 9:00 AM
Conference Room I
Department of Transportation & Development

7:30 AM	WELCOME & INTRODUCTION Darlene Hooley, Chair, Clackamas County Board of Commissioners
7:35 AM	DECISION PACKAGE - Approval of EOT Master Plan Tom VanderZanden, Director County Planning & Economic Development - Revised budget, time line - Draft plan review & feedback (Washington St., Stimsons, CCHS) - Other reactions
DISCUSSION/ACTION	
8:15	NEXT STEPS Tom VanderZanden, Facilitator Dan Fowler, President, Oregon Trail Foundation - Plan refinement/addendum work - Funding/Management subcommittee process - Transition scenario, budget, organization
8:45	CONFIRMATION, FUTURE MEETINGS & AGENDAS

ag/kd/1205:elk

902 Abernethy Road • Oregon City, OR 97045-1100 • (503) 655-8521 • FAX 650-3351

Oregon Historical SOCIETY
1230 S.W. PARK AVENUE, PORTLAND, OREGON 97205
503 / 222-1741 CABLE / HISTORE

December 5, 1990

Mr. Kenneth Dauble
Project Coordinator
Clackamas County
Department of Transportation & Development
902 Abernethy Road
Oregon City, Oregon 97045

Dear Ken:

Sorry to be unable to make the meeting on the 6th. We have an important Executive Committee meeting coming up.

I'm fully supportive of the Master Plan; and where I've seen that refinements could be made, I have indicated them in previous memorandums to you.

I understand that you will be talking about two important issues at tomorrow's meeting - the Mill and Washington Street, and I say that I am in favor of holding off on any action at the Mill - not only because it is prudent to our plan, but sensitive to the local economy. On the matter of the Washington Street, I believe that closing it is do-able.

If you have any questions of me, please give me a ring. Otherwise, I look forward to receiving my New Year's assignments.

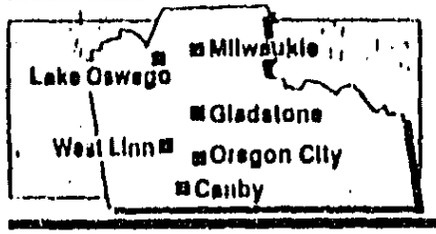
Sincerely,

Bill

W. J. Tramposch
Executive Director

WJT:ch

Ken Dunkle



METROSOUTH

COMMUNITY NEWS AND FEATURES

Panel OKs master plan for End of Oregon Trail center

Committee opts to work around lumber mill on site of proposed complex in Oregon City

By LINDA McCARTHY
Correspondent, The Oregonian

OREGON CITY -- A master plan for a $16 million history showcase at the End of the Oregon Trail was approved Thursday by the steering committee that helped put the plan together over the past year.

In approving a resolution endorsing the master plan, the committee left open some options for a lumber mill on the proposed development site and the realignment of traffic that could affect businesses along the Washington Street corridor.

The plan originally called for the relocation of a number of businesses to make way for the ambitious development along the northern stretch of Washington Street, including Stimson Lumber Co., which was built in the late 1800s at 1735 Washington St.

But after talking with officials from the lumber company, the committee has decided to work around the mill during Phase I of the project. No decision was made about the future of the mill during Phase II.

Bob Schutte, general manager of operations for the company's northern division, said the mill has 65 employees and a $3 million annual payroll. The mill also spends about $500,000 a year on supplies from the Oregon City area.

The Oregon City mill is one of several mills in the state owned by Stimson and is one of only two mills in the state that processes defective old growth timber.

"I think we're a part of every community we're involved with. ... I think we're a viable part of this community," Schutte said.

The mill has been operating continuously since it opened, he said. Because of the instability of the timber market, Schutte said he could not predict the future of the company.

"I don't know what's going to happen in the timber industry tomorrow. We have a big timber base ... and should be around five years from now," Schutte said.

The master plan called for the relocation of the mill to make way for parking for the complex to be built on Abernethy Green where Interstate 205 and Oregon 213 meet. Abernethy Green has been designated as the official end of the 2,000 mile trail that led thousands of pioneers to Oregon and the West in the mid- to late 1800s.

Plans call for an interpretive center, outdoor living history display and an outdoor amphitheater that would become the home of the Oregon Trail Pageant and other educational presentations. Meadows and waterways in the area would be restored to an 1850s landscape, and a festive marketplace with shops and restaurants would be one of the main revenue raisers.

Part of the project would be developed over the old Rossman's Landfill, which was closed in 1983 but which may not have been properly sealed. The Department of Environmental Quality is now studying the landfill to determine if there are any problems.

The committee also heard concerns over the possible disruption of traffic along Washington Street, which could affect businesses in the area. The owner of Krueger Lumber Yard, a retail lumber store, told the group that it could hurt his business by as much as 30 percent if traffic is realigned.

The End of the Oregon Trail Steering Committee was organized early this year to oversee development of the master plan. Members of the committee were appointed by Clackamas County and Oregon City officials. The panel features state, county and city officials.

The county used $65,000 in state money to finance the preliminary plan. An unusual mix of consultants was hired by the county to draw up the plan. The team was headed by David Shusarenko of the architectural firm of Guthrie and Shusarenko in Portland, the same firm that developed plans for the Washington Park Zoo.

The committee now will work in smaller groups to look at financing and project development management.

Molalla's police chief to depart

By CARLA THOMPSON
of the Oregonian staff

MOLALLA — Roger Roth, police chief in Molalla for 14 years, will become the police chief in St. Helens on Jan. 2.

He is replacing Reginald Bowles, who is retiring after seven years as chief. Officer Robert Elkins, 27, will become interim chief in Molalla until a permanent successor is found.

Roth, 53, said he was very impressed by the St. Helens Police Department's facilities and equipment as well as the training of the police officers.

"The city seems very dedicated to maintaining a high level, efficient police force," he said.

Roth's annual salary will jump from $34,359 to $38,000 as a result of the move to St. Helens, but he said the increase was a minor factor in



Reports show campaign spending

Grisham outlays top those of Hammerstad, who won race for county commission seat

By VINCE KOILER
of the Oregonian staff

OREGON CITY — Republican Jerry Grisham spent more than $33,000 in his unsuccessful general election campaign for the Clackamas County Board of Commissioners. Commissioner Judie Hammerstad, who defeated him by a landslide on Nov. 6, spent more than $27,500, according to reports filed with the county Elections Division.

Money flowed in to Hammerstad during the last days of the campaign while money largely dried up for Grisham, the reports showed. In the balloting, Grisham carried only 26 of 170 county election precincts.

Grisham loaned $11,000 to his own campaign and finished more than $13,000 in the red. Democrat Hammerstad loaned $1,500 to her own campaign and ended with a small deficit, according to the reports.

Republican Thomas A. Milne, [illegible] $950.50 during the entire campaign. Darrel McCarthy, his Democratic rival, took in and spent more than $7,000, the reports showed.

The figures were included in state-required campaign contribution and expenditure reports for the general election filed Thursday. They covered the period from Oct. 29 to Nov. 26.

The reports showed that the four commissioner and surveyor candidates together spent $69,101.41 during the campaign. During the primary campaign, 12 candidates for commissioner, surveyor and treasurer spent about $70,000.

Grisham reported cash contributions of $1,916 during the final reporting period. He loaned $1,000 to his own campaign. He spent $5,371.41.

His contributions were $1,250 each from two Clackamas-area hotels plus miscellaneous small contributions.

Grisham's total contributions were $25,000, including cash, in-kind contributions and money made to his own campaign. Grisham spent a total of of $33,057.09. He ended with a $13,687.39 deficit.

Hammerstad took in $5,868 in contributions and spent $9,653.98 during the last reporting period.

She took in $29,773.01 in cash and in-kind contributions and spent $27,519.15 for the entire campaign, ending with a deficit of $600.76.

Hammerstad reported numerous $500 contributions from businesses and political action committees from around Clackamas County and the Portland metropolitan area.

In the surveyor race, Milne reported no contributions or expenditures for the final reporting period. McCarthy reported last period contributions of $2,275.50 and expenditures of $126.82. McCarthy took in and spent a total of $7,657.87 during the campaign.

Parks Now, a group that successfully supported formation of a parks district in the North Clackamas area, took in and spent a total of $30,516.35 during the the campaign. The Northwest Alliance for Market Equality, which opposed the parks measure, received and spent $5,749

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

1 of 1

Page

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Transfer of Certain County Roads
Resolution No. 90-93

Report No. 90-305

On the December 19, 1990 City Commission agenda is a resolution that initiates the process of transferring jurisdiction of certain County roads to the City, subject to payment of required road transfer funds.

The transfers are necessary to accommodate future improvement plans for these roads. The roads are identified in the attached resolution for Commission consideration. Correspondence between the City and County on this request are attached for Commission information.

Of the original list of roads, the County does not want to transfer any more of South End Road until the City agrees to the transfer of all of South End Road inside the City limits. This is to avoid having some portions of the road transferred and other portions not transferred. This is acceptable to staff.

Transfer payments have not as yet been determined but will be calculated as per the City/County Urban Growth Management Agreement.

It is recommended that the City Commission adopt a motion approving Resolution No. 90-93 and directing staff to submit to Clackamas County for Board Order adoption.

CHARLES LEESON
City Manager

JGB/im

attach.

cc: Development Services Director

ISSUED BY THE CITY MANAGER

RESOLUTION NO. 90-93

A RESOLUTION REQUESTING THE TRANSFER OF CERTAIN COUNTY ROADS FROM CLACKAMAS COUNTY SUBJECT TO PAYMENT OF REQUIRED ROAD TRANSFER FUNDS.

WHEREAS, on December 19, 1990, the City Commission of Oregon City adopted a motion requesting transfer of the following roads:

1. Central Point Road - County Road No. 41028 from Linn Avenue to Partlow Road
2. Leland Road - County Road No. 32020 from Warner-Milne Road to Meyers Road
3. Gaffney Lane - County Road No. 32006 from Gaffney Lane Grade School to Meyers Road
4. Meyers Road - County Road No. 32008 from Leland Road to Noble Road
5. Partlow Road - County Road No. 32035 from South End Road to Central Point Road

and

WHEREAS, Clackamas County will pay the City for the transfer of the above County roads as per the City/County Urban Management Agreement, and

WHEREAS, it is in the public interest for this transfer to take place.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City to accept jurisdiction of said mentioned County roads subject to the payment of the required road transfer funds from Clackamas County.

Adopted, signed and approved this 19th day of December, 1990.

_____
Mayor-Commissioner

_____
Commissioner

_____
Commissioner

_____
Commissioner

_____
Commissioner

Comprising the City Commission
of Oregon City, Oregon

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
**Planning, Building,
Engineering**
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

August 28, 1990

Alneta Peterson, Administrative Assistant
Transportation, Planning & Engineering
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Subject: Possible Road Transfers

Dear Alneta:

As we discussed on the telephone, the City of Oregon City is interested in getting several County roads on the southern edge of Oregon City improved. The City would like to discuss whether Clackamas County is planning to improve these roads, or whether the County would support transfer of jurisdiction. Listed below are the roads in question and a map is attached:

Central Point Road (41028)	Linn to Partlow
Leland Road (32020)	Warner-Milne to Meyers
Gaffney Lane (32006)	City Limits to Meyers
Meyers Road (32008)	Leland to Noble
Partlow Road (32035)	South End to Central Point
South End Road (31040)	Glacier to McLoughlin School

Sincerely,

JOHN G. BLOCK
Development Services Director

JGB/im

enc.

cc - Charles Leeson, Interim City Manager

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building, Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

December 12, 1990

Almeta Peterson, Administrative Assistant
Transportation, Planning & Engineering
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Subject: Proposed Road Transfers

Dear Almeta:

This letter confirms our telephone conversation on the County's review of the City's August 28, 1990 letter requesting possible transfer of jurisdiction of several County roads to the City.

As I understand, the County would support transfer of all roads mentioned with the exception of South End Road. This is acceptable and I will be preparing a transferring resolution for City Commission consideration.

Since all transfers are subject to the payment of a road transfer fee, as per the City/County Urban Growth Management Agreement, I would appreciate your calculation of that fee for City review.

As soon as the transferring resolution is approved I will forward to you for preparation of a County Board Order.

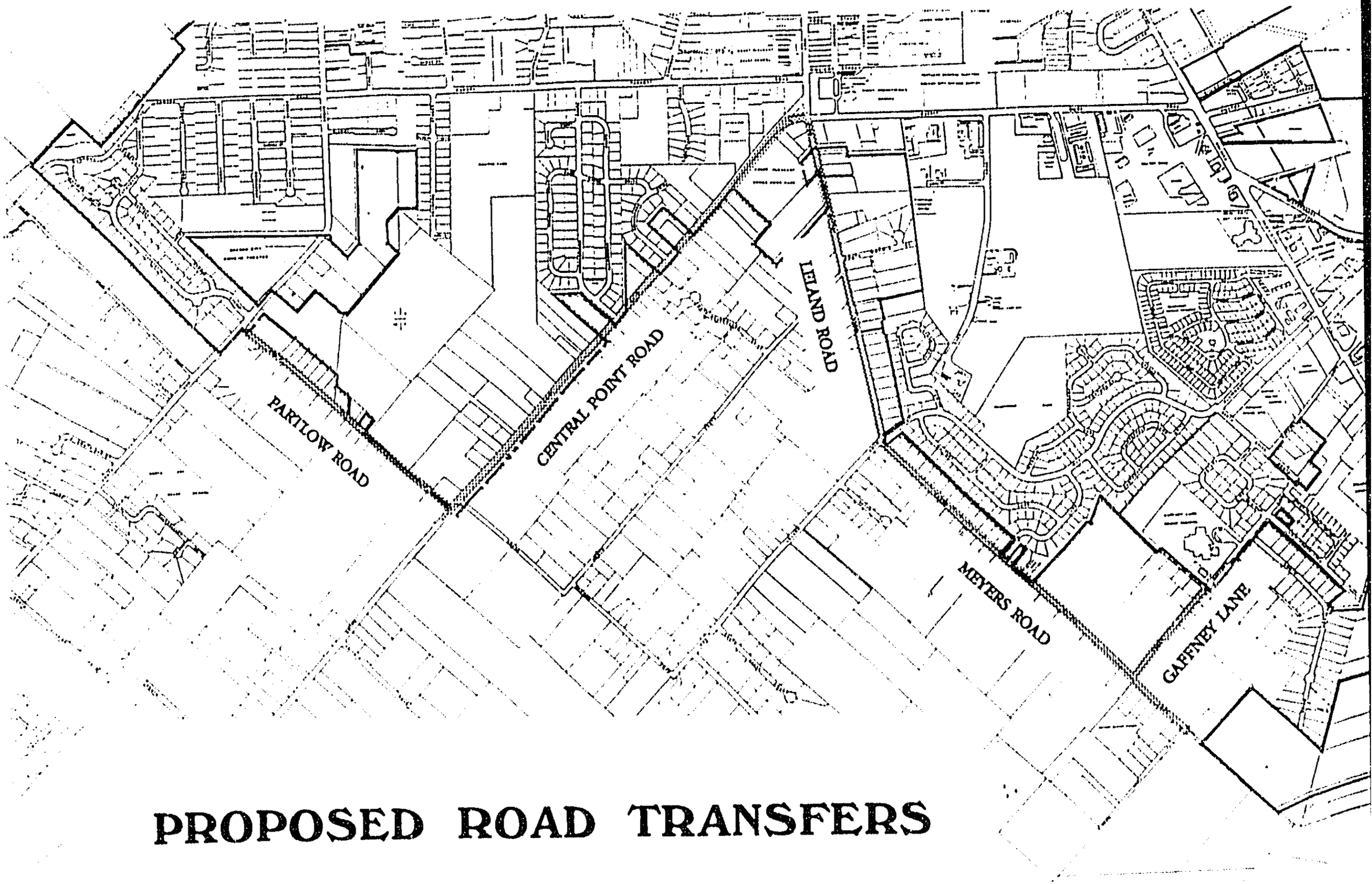
If you have any questions, please call me at 657-0891.

Sincerely,

JOHN G. BLOCK
Development Services Director

JGB/im

cc - Charles Leeson, City Manager



PROPOSED ROAD TRANSFERS

4

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Request for Comprehensive Plan Amendment and Zone Change - 31.52 acres Located on the West Side of Molalla Avenue, Southwest of Clackamas Community College - Public Hearing

Report No. 90-306

A request has been made by Trace Development Corporation, for a Comprehensive Plan amendment and zone change for 31.52 acres located on the west side of Molalla Avenue, southwest of Clackamas Community College. This request is for a Comprehensive Plan Amendment from "LR", Low Density Residential to "HR", High Density Residential and a zone change from "R-10", Single-Family Dwelling District to "RA-2" Multiple-Family Dwelling District for 25.77 acres, and a Comprehensive Plan Amendment from "LR", Low Density Residential to "C", Commercial and a zone change from "R-10", Single-Family Dwelling District to "C", General Commercial for .87 acre.

The Planning Commission conducted a public hearing on this request on November 27, 1990. The action taken was to unanimously recommend approval of this request subject to the following conditions (unless specified all conditions are the responsibility of the property owner):

1. That a wetland delineation and a determination of the actual boundary by a wetlands biologist or hydrologist shall be required prior to the submittal of applications for any permits. The wetland study and boundary shall be reviewed and approved by the Division of State Lands and the Planning Division. If a permit is required, review and approval shall include DSL, the Corps of Engineers and the Planning Division. The owner shall secure any required permits from DSL and the Corps of Engineers and shall comply with any conditions attached thereto.

2. That prior to development, the owners shall be required to sign a petition in favor of the formation of the LID for Meyers Road, and public facilities, (sewer, water, storm drainage, turn lanes and signalization). Development of the subject property may only occur concurrent or subsequent to the signing of the L.I.D. petition.

3. Streets

   a. That dedication of the right of way for Meyers Road extension shall be required to be dedicated after the alignment is determined through the L.I.D. process.

Subject: Request for Comprehensive Plan Amendment and Zone Change - 31.52 acres Located on the West Side of Molalla Avenue, Southwest of Clackamas Community College - Public Hearing

Report No. 90-306

b. If required by ODOT, a dedication to State Highway requirements shall be required to accommodate at least a 4 - 5 (90-100') lane section on Highway 213.

c. That a right-in only access on Molalla Avenue shall be allowed only if a safe design can be achieved based on review and approval by ODOT and the City of Oregon City.

4. That the development be limited to a maximum of 300 residential units on the subject property as based on the submittal of supporting documents, and that unused density shall not be transferred onto other properties through provisions for Planned Developments.

5. That the commercially zoned portion of the project be legally divided from the remainder of the property through a major partition and be consolidated prior to submittal of any development applications.

6. That the residentially zoned portion of the project be legally divided through the City's process and consolidated prior to the submittal of any development applications.

7. The applicants shall prepare a tree removal plan for review during design review. A tree removal plan shall, to the extent practical, minimize removal of trees 6 inches, or greater, in caliper.

The City shall review buffers as part of design review. The City may require setbacks in excess of minimum required setbacks, vegetation, berms, walls, or a combination of those and other buffers or techniques, as necessary to ensure compatibility with adjacent land uses.

Please see the attached staff report for findings and other specifics on the property. Attached for Commission review are the following:

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Request for Comprehensive Plan Amendment and Zone Change - 31.52 acres Located on the West Side of Molalla Avenue, Southwest of Clackamas Community College - Public Hearing

Report No. 90-306

1. Planning Commission Minutes - November 27, 1990
2. Staff Report
3. Public Notice

If the Plan Amendment and Zone Change is approved, an ordinance and final order will be prepared for the next available Commission meeting.

CHARLES LEESON
City Manager

DCM/im

attach.

cc: Development Services Director
Planning Division
Lee Ann Shrake
Pat and Judy Lilly
Winston Gee
Don Ursin

ISSUED BY THE CITY MANAGER

17. Sedimentation and erosion control, per the Drainage Master Plan, shall be enforced.

Roll Call: Woolsey, Aye; Winklesky, Aye; Powers, Aye; Mulkey, Aye.

It was urged that the applicant meet with staff on any misunderstanding. This is a decision of the Planning Commission and will become effective 10 calendar days of the mailing of the notice, unless appealed.

A 5 minute break was called. The meeting reconvened at 9:20 p.m.

☞ PZ90-06 - Comprehensive Plan Amendments and Zone Changes - west side of Molalla Avenue, southwest of Clackamas Community College - Trace Development Corporation. Request for Comprehensive Plan Amendment from Low Density Residential to High Density Residential for 24.34 acres; Comprehensive Plan Amendment from Low Density Residential to Commercial for .87 acre; Zone Change from R-10 Single-Family to RA-2 Multi-Family for 24.34 acres; Zone Change from R-10 Single-Family to C - General Commercial for .87 acre.

There were no abstentions from the Planning Commission. Denyse McGriff presented the staff report. Powers questioned whether approval of this request will create a surplus. John Bayless, part owner of Trace Development, Joe Dills, Planner from OTAK, and Joe Merrick of Kittelson, were present. Explanation was presented as to what is planned for this property. Dan Fowler, 914 Madison Street, further explained the proposal involves four parcels. It was Trace Development's inclination that high density would be the best way to utilize the property; have requested only 300 units and do not desire 500. The intent is to cluster the units in order to maximize the trees, wetlands and open space. The property owners are in agreement with a local improvement district as well as all conditions set forth by the staff report.

Powers has concerns over transfer of density. Mark Greenfield, attorney, commented unused density may not be transferred. Joe Dills, OTAK Planner, agreed with staff conclusions indicating there is a public need for this type development and locational policy is met. He cautioned against specific setbacks on buildings at this time. It was suggested only general buffers be listed with specifics to be analyzed during design review for proper conditions. There was no correspondence.

Kathy Lairson, 2323 Charman, West Linn, represented the Prince of Life Lutheran Church and presented a page of desires from the Lutheran Church. She explained that the Church is not a party to the local improvement district; they want the trees preserved in at the rear of the property, and appreciates the developers openness and speaking with the neighbors. Lairson believes it is unnecessary to state working hours on this project. Fowler stated he appreciates the comments of the church.

In response to Powers' concerns, Greenfield read from the City Code that the City may require buffers as part of the design review application. With reference to item 7, page 18 of the staff report, addition of the following wording should be included. "A tree removal plan shall be submitted and shall minimize the removal as much as practical. The public hearing was closed.

It was moved by Woolsey, seconded by Winkiesky, to approve PZ90-06 with the following conditions, as amended:

1. That a wetland delineation and a determination of the actual boundary by a wetlands biologist or hydrologist shall be required prior to the submittal of applications for any permits. The wetland study and boundary shall be reviewed and approved by the Division of State Lands and the Planning Division. If a permit is required, review and approval shall include DSL, the Corps of Engineers and the Planning Division. The owner shall secure any required permits from DSL and the Corps of Engineers and shall comply with any conditions attached thereto.

2. That prior to development, the owners shall be required to sign a petition in favor of the formation of the LID for Meyers Road, and public facilities, (sewer, water, storm drainage, turn lanes and signalization). Development of the subject property may only occur concurrent or subsequent to the signing of the L.I.D. petition.

3. Streets

   a. That dedication of the right-of-way for Meyers Road extension shall be required to be dedicated after the alignment is determined through the L.I.D. process.

   b. If required by ODOT a dedication to State Highway requirements shall be required to accommodate at least a 4 - 5 (90-100') lane section on Highway 213.

   c. That a right-in only access on Molalla Avenue shall be allowed only if a safe design can be achieved based on review and approval by ODOT and the City of Oregon City.

4. That the development be limited to a maximum of 300 residential units on the subject property as based on the submittal of supporting documents, and that unused density shall not be transferred onto other properties through provisions for Planned Developments.

5. That the commercially zoned portion of the project be legally divided from the remainder of the property through a major partition and be consolidated prior to submittal of any development applications.

6. That the residentially zoned portion of the project be legally divided through the City's process and consolidated prior to the submittal of any development applications.

7. The applicants shall prepare a tree removal plan for review during design review. A tree removal plan shall, to the extent practical, minimize removal of trees 6 inches, or greater, in caliper.

The City shall review buffers as part of design review. The City may require setbacks in excess of minimum required setbacks, vegetation, berms, walls, or a combination of those and other buffers or techniques, as necessary to ensure compatibility with adjacent land uses.

Roll Call: Powers, Aye; Winklesky, Aye; Woolsey, Aye; Mulkey, Aye.

File ZC90-03 - Zone Change - intersection of S. Central Point Road and S. Partlow Road and fronting on S. South End Road - William and Naomi Parrish, Don M. Wholden, Paul Reeder, Richard Reiver, Bill Eubanks. Request for Zone Change from Single-Family (10,000 square foot lot size) to R-8 Single-Family (8,000 square foot lot size) for approximately 33.82 acres.

Staff report presented by Denyse McGriff. Rick Givens, representative for the applicants, reported the zoning being requested completes a zoning block; there are no objections to conditions of approval as presented in the staff report.

Tom Tye, Compass Corporation, encouraged approval because he believes R-8 zoning would assist individuals to pay for the work that is going on.

There was no correspondence in favor.

Gordon Mills, 11810 S. Partlow, was present and claimed this is the third time he has testified in opposition to zoning. His opposition is because of increased traffic and school population. McGriff commented there is no requirement for R-8 zoning since no development is at hand; however, that will come in the next stage. Mrs. Cliburn came to the office and was concerned about the same issues as raised by Mr. Mills and will submit information to the City Commission. McGriff read a letter from Cliff Puckett, 11835 Partlow Road, in opposition.

Rebuttal was given by Tom Tye who commented there is no need to have larger lots on which to build larger homes. He believes it is the right zoning for this property, making it affordable for financing and building. He encouraged approval of the request. The public hearing was closed.

It was moved by Winklesky, seconded by Powers, to approve the Zone Change from R-10 Single-Family to R-8 Single-Family with the following conditions:

1. That a non-remonstrance agreement to formation of a local improvement district for sewer be signed by the property owners who have not participated in the Central Point L.I.D.

2. Ten feet (10') of dedication shall be required along S. Central Point Road and S. Partlow Road.

3. That Tax Lot 401 be consolidated with Tax Lot 500 through the City's lot line adjustment procedure prior to the submittal of any development permits.

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

REVISED
STAFF REPORT
PLANNING COMMISSION
November 27, 1990

FILE NO.: PZ-90-06

HEARING DATE: Tuesday, November 27, 1990
7:00 P.M., City Hall
320 Warner-Milne Road
Oregon City, Oregon 97045

APPLICANT: Trace Development Corporation
500 Abernethy Road
Oregon City, Oregon 97045

PROPERTY OWNERS: Lee Ann Shrake
No. 1 Winners Circle
Sunriver, Oregon 97707
Tax Lots 500 and 502

Patrick & Judy Lilly
19739 S. Highway 213
Oregon City, Oregon 97045
Tax Lot 600

Winston Gee
North Clackamas Christian School
19651 S. Molalla Avenue
Oregon City, Oregon 97045
Tax Lot part of 300

Don Ursin
ELCA Loan Fund
8765 West Higgins Road
Chicago, Illinois 60631
Tax Lot 400

REQUEST: Comprehensive Plan amendment from LR, Low Density Residential to HR - High Density Residential (24.34 acres); Comprehensive Plan Amendment from LR - Low Density Residential to C - Commercial (.87 acres); Zone Change from R-10 Single-Family to RA-2 Multi-Family Residential; Zone Change from R-10 Single-Family to C - General Commercial (proposed development is a commercial center on Molalla Avenue, with up to 300 multi-family units on the interior of the site).

LOCATION: West side of Molalla Avenue, Southwest of Clackamas Community College, 19713 S. Molalla Avenue, Map 3-2E-8D.

REVIEWER: Denyse C. McGriff

CRITERIA:

The criteria for a Comprehensive Plan amendment are set forth on page 0-1 of the Comprehensive Plan as follows:

1. Does the proposed change conform with State Planning Goals and local goals and policies?

2. Is there a public need to be fulfilled by the Change?

3. Is the public need best satisfied by the particular change being proposed?

4. Will the change adversely affect the public health, safety, and welfare?

5. Does the factual information base in the Comprehensive Plan support the change?

In addition, the application shall include the following:

A. A description of the specific change proposed, including the legal property description;

B. A statement of reasons for the proposed change;

C. A factual statement of how the proposed change meets a community need or Comprehensive Plan policy;

D. A description of how the proposed change will affect community facilities, natural resources, transportation and adjacent properties.

The criteria for a zone change is set forth in Section 11-12-1 of the Zoning Ordinance, and states that a zone change may be granted "whenever public necessity and the general welfare require".

BASIC FACTS:

1. The property consists of 32.51 acres. The former site address as 19713 Molalla Avenue, Oregon City, Oregon 97045. The site is also described as a portion of Tax Lots 600, 500, 502, 400 and 300, Map 3-2E-8D.

2. The property is currently zoned "C", General Commercial (6.54 acres) and "R-10" Single-Family Dwelling District (25.97

acres). The Comprehensive Plan designations are "C" Commercial and "LR" Low Density Residential.

A portion of the property was the subject of a land use application. PZ85-01 was approved for .87 acres from "LR", Low Density Residential to "C", Commercial, but it expired due to conditions of approval not being met on MP88-02.

3. The surrounding land use is as follows: North - Prince of Life Lutheran Church and North Clackamas Christian School; to the east is Molalla Avenue and Clackamas Community College; to the south is a single-family residence; to the west is a tree farm, single-family residential and undeveloped land. The rear portions of the properties are covered in trees, blackberries and other shrubs. There is also a drainage swale which runs north/south through the site. The property slopes to the west/southwest. There are many large trees on the property.

4. Currently, access to the properties is from Molalla Avenue. The Transportation Master Plan shows that the proposed Meyers Road extension will affect this property.

5. The applicant is requesting the following:

> Redesignate .87 acres of "R-10" (Low Density Residential) to "C", General Commercial (Commercial); and 25.77 acres of "R-10" to "RA-2" (High Density Residential).

The applicant has submitted a burden of proof statement, a traffic analysis and other supporting documentation.

6. Transmittals were sent to the various agencies and departments with the following comments:

Public Works Superintendent - No conflicts

Fire Department - Fire flow and fire department access requirements shall be met.

Police Department - No conflicts

Building Official - No conflicts

Development Services Director - The maximum number of units allowed shall be 300. Refer to the City Engineer's comments regarding right-of-way, road and utility requirements.

Clackamas County - Recommend approval with the following conditions:

1. Provide for the construction of Meyers Road to collector standards;

2. Install a traffic signal at the Meyers Road/Highway 213 intersection to include:

   a) Northbound to westbound left turn lane on Highway 213; and

   b) An eastbound left and eastbound right on Meyers Road;

3. Locate the proposed commercial driveway to Meyers Road at least 300 feet from the Highway 213/Meyers Road intersection;

4. Dedicate sufficient right-of-way along the frontage of Highway 213 for the future five lane facility;

5. Construct a right-in driveway on Highway 213.

Discussion

The proposed project will add about 6700 new daily trips to the adjacent road. The traffic study indicates that some additional improvements will be necessary to handle these trips. Major improvements needed include:

1. Meyers Road extension to Highway 213;

2. Traffic signal at the Highway 213/Meyers Road extension; and

3. Widening Highway 213 to five lanes.

The last project will be needed by the year 2009. Otherwise the major intersections on Highway 213 will operate at an unacceptable level of service. Currently a three lane section will handle the proposed plus existing traffic.

It should also be noted that the Highway 213 widening is not in the current six year plan, nor is it being planned in the immediate future. Some discussion is needed to develop this project and who pays for it.

City Engineer -

1. Meyers Road Extension

   The extension of Meyers Road is identified in the City's Transportation Master Plan, and the City has proposed a Local Improvement District to construct the Meyers Road

Extension and associated utilities of storm, sanitary and water. The property owner shall be required to sign a petition in favor of the formation of a L.I.D. for the Meyers Road Extension and its associated utilities, and dedicate any required right-of-way for Meyers Road.

2. Highway 213

In discussions with ODOT, Leo Huff, Transportation Planning Representative, the State anticipated the need to improve Highway 213 from its existing section to a 4 or 5 lane section out to the UGB. It shall be required that the property owner dedicate any required right-of-way for future upgrade of Highway 213.

3. Transportation Impact Analysis - Kittelson's Report

The recommendations from Kittelson's Transportation Impact Analysis shall be a condition of approval subject to any comments by Alan Danaher, the City's Transportation Consultant and ODOT.

Traffic Consultant's comments:

Page 3 - Project Description - Meyers Road is a designated collector street, it would still be desirable to have some level of access control along the street and not approve an overabundance of driveways serving new developments. The preliminary site plan for the proposed Meyers Road project does not make provision for an internal road connection on the south side of the residential area which might allow reducing the number of driveways onto Meyers Road from the three currently proposed. Driveway consolidation may be appropriate given that the year 2009 traffic analysis shows a level of service "A" at each of the driveway intersections along Meyers Road.

Page 6 - Summary of the Findings and Recommendations - No discussion is presented in the report as to why a right-in, right-out only alternative to the right-in only access scenario along Highway 213 was not initially examined for the proposed commercial development. It becomes clear later in the report that a right-out movement could periodically be blocked during the PM peak hour due to queuing in the southbound Highway 213 through lane(s), but a similar impact was also identified for the right-in movement. At least it would be nice to know what the impact a right-out access might have on improving the level of service of the Meyers Road approach to the Highway 213 intersection. The operations of a right-in, right-out access would be improved if the

access were moved to the north end of the site (as it would be further removed from the vehicle queuing in the southbound Highway 213 through lanes), but this would involve some off-site improvement north of the site to develop the right-in lane prior to the north property line. Relocation of the right-in access further north would also require a reconfiguration of the commercial site plan.

Page 21 - Accident Experience - Any observations of existing traffic conflicts or sight distance problems along Highway 213 in the vicinity of the site should be noted.

Page 22 - Proposed Transportation Improvements - The source of the estimated background traffic condition in 1990 with the Meyers Road extension should be noted.

Page 32 - Trip Distribution and Assignment - I feel that, at least in the AM peak hours, more than 10% of the drop-in trips will come from the south, particularly if a traffic signal is provided at the Highway 213/Meyers Road intersection. More of a balance in drop-in trip distribution, in light of the overall traffic control requirements, may be appropriate.

Page 53 - Table 11 - The values presented in this table are exactly the same as Table 10. I would think greater delays and v/c ratios should be shown at the Highway 213/Meyers Road intersection with the No Highway 213 Access Scenario in Table 11.

Page 60 - On-Site Queuing - It was not obvious to me what "throat" means (I assume this is the distance between Meyers Road and the parking lot entrance along the commercial site driveway).

Page 62 - Multi-Family Development - The impact the multi-family development would have on the Highway 213/Meyers Road intersection should be identified, similar to the industrial park assessment.

Department of Transportation, Highway Division - We have reviewed the application submitted by the Trace Development Company and have the following comments:

1. The traffic consultant for the applicant has recommended that ODOT:

   - Install a signal at Meyers Road

- Construct Highway 213 to a five lane section (year 2000)

The Comprehensive Plan does not indicate a traffic signal at this location.

We agree with the consultant that the highway will need to be four/five lanes at least as far as the UGB.

2. The traffic consultant for the applicant has also recommended that ODOT:

- Provide a right turn lane at Meyers Road
- Provide a left turn lane at Meyers Road

We agree that the turn lanes are justified. We disagree with the implication that ODOT should be responsible for their provision.

Recommendations:

That the Oregon City Comprehensive Plan be amended to make Highway 213 a four lane arterial between Molalla Avenue and the UGB.

That the Oregon City Comprehensive Plan be amended indicating a signal at Meyers Road.

That this application not be granted until the above amendments are approved.

That the applicant dedicate right-of-way to Highway 213 commensurate with the four lane arterial designation.

That the applicant construct the turn lanes recommended by the traffic consultant.

That the applicant participate in the installation of a traffic signal at the Highway 213/Meyers Road intersection.

The development may be provided with a right turn in Southbound to Westbound irom Highway 213 only if a safe design can be achieved. The design must consider the distance from Molalla Avenue and the distance to Meyers Road. The design shall include current design standards for tapers and turn lanes. This is subject to the ODOT permit/review process.

Oregon City School District No. 62 - Student enrollment in our district is currently at 80 to 95 percent capacity - - continued development will definitely impact us. Our concern

is that so far, housing growth in the City has been primarily aimed at the lower income levels. Considerations for future development should cover a wider range of the economic spectrum. We have put together a group of staff members to study the effect of this and other proposals as they relate to potential increases in our enrollment.

Gaffney Lane School - The current enrollment is 364 pupils. The school is at approximately 90% capacity.

ANALYSIS AND FINDINGS:

Criteria (1) for Plan Amendment -

Does the proposed change conform with State Planning Goals and local goals and policies?

The applicable Statewide Planning Goals to this request are:

Goals 1, 2, 5, 7, 9, 10, 11, and 12.

The applicant has adequately addressed Goals No. 1.

Goal 2 - Land Use Planning

With regard to Goal 2, this proposal is made under the provisions of the Comprehensive Plan and its implementing ordinances. A review of this proposal in relation to the Comprehensive Plan Criteria is provided in this report.

Goal 5 - Open Spaces, Scenic, and Historic Area and Natural Resources.

General information concerning natural areas and wetlands was submitted. The information generally discussed plant species on the property which indicates the presence of a wetland(s) on the property. A determination will need to be made to establish wetland boundaries, if any. In addition, no significant wildlife habitats were identified.

Goal 7 - Areas Subject to Natural Disasters and Hazards

The map at F-37 in the Comprehensive Plan indicates that a portion or all of this property is affected by high water/wet soils. A stream runs through the north/south drainage swale and some wet soils exist in the vicinity. The applicant's conceptual plan indicates that the property can be developed without major fill in the low areas of this property.

Goal 9 - Economy of the State

The applicant has adequately addressed Goal 9. The staff concurs with the facts as set forth in the submittal.

Goal 10 - Housing

The City currently maintains a 60/40 housing ratio in compliance with the Metro Housing Rule. As part of periodic review, after adjustments, it was determined that an additional 19.4 acres of medium density land is needed. No new high density land is needed to maintain compliance with Metro Housing Rule.

Goal 11 - Public Facilities and Services

All public utilities can be made available in sufficient levels of service to provide for this project.

Goal 12 - Transportation

The applicant has adequately addressed Goal 12. The staff agrees with the facts as set forth in the submittal.

Oregon City Comprehensive Plan Goals and Policies

The following goals and policies from the Comprehensive Plan:

Section B - Citizen Involvement

Goal

Provide an active and systematic process for citizen and public agency involvement in the land-use decision-making for Oregon City.

Policies

4. Encourage citizen participation in all functions of government and land use planning.

   The applicant has addressed this by stating that the City's public involvement process complies with State requirements. Therefore, the consideration of this proposal conforms with Goal 1.

Section C - Housing

Goal

Provide for the planning, development preservation of a variety of housing types at a range of price and rents.

3. The City shall encourage the private sector in maintaining an adequate supply of single and multiple family housing units. This shall be accomplished by relying primarily on the home building industry and private sector market solutions, supported by the elimination of unnecessary government regulations.

The Housing Element also contains locational policies. The following policies shall govern the location and siting of new medium and high density housing areas.

a. High Density

High Density districts shall have access to major or minor arterial streets. If not located along a major or minor arterial street, it shall be demonstrated that the capacity and design of the local street system can safely accommodate the estimated vehicular and pedestrian traffic.

High Density districts shall be encouraged in areas where there is a high concentration of facilities and services.

High Density districts may be provided as a buffer between Commercial and Low Density or Medium Density Districts.

High Density districts shall be located in areas where an adequate level of services, including schools, police and fire protection services, are or can be reasonably made available to serve the development.

b. Medium Density

Medium Density districts should have access to collector or arterial streets. If not located along a collector or arterial street, it shall be demonstrated that the capacity and design of the local street system can safely accommodate the estimated vehicular and pedestrian traffic.

Medium Density areas may be provided as a buffer between Low Density districts and Commercial or High Density districts.

The applicant's request is as follows:

The request to redesignate low-density residential land to high-density residential use is made to address a need for more multi-family housing opportunities in Oregon City.

The density allowed by the High Density Residential designation is 19.8 units per acre. The Medium Density Residential designation allows a density of 10.9 units per acre. The applicant proposes to build at approximately 12.3 units per acre and therefore must request the High Density Residential designation, even though there is no intention of using all of the allowed density.

The applicant has submitted information that shows a low vacancy rate in the Oregon City area. Vacancy rates in and among themselves do not establish a need for medium to high density development. However, the submittal information for the mixed use development does meet the locational requirements and the housing goal.

Section D - Commerce and Industry

Goal

Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity.

8. Encourage continued retail growth by:

a. Designating land for retail use in areas along or near major arterials and transit lines;

The applicant has adequately addressed this section in the submittal. About 6.54 acres is already planned and zoned for commercial uses. The additional .87 acre request will make the existing commercial acreage a viable commercial center for the College/South Molalla Avenue area.

Section F - Natural Resources

The goal of this section is to "Preserve and manage our scarce natural resources while building a liveable urban environment".

Policy 10 - Avoid developments in area of natural disasters and hazards without appropriate safeguards.

The property is shown on the Wet Soils High Water Table map in the plan. The property is shown in an area in which the water table rises within 1.5 feet of the ground surface. Adequate provisions can be made to engineer drainage at the site to alleviate the high water table/wet soils.
As previously indicated, a wetland delineation/determination has not been made of the

property. The preliminary reconnaissance was too general in nature to address the specifics of the wetland area(s).

Section I - Community Facilities

Goal

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

Policy 1 - The City of Oregon City will provide the following urban facilities and services as funding is available from public and private sources:

a. Streets and other roads and paths
b. Minor sanitary and storm water facilities
c. Police protection
d. Fire protection
e. Parks and recreation
f. Distribution of water
g. Planning, zoning and subdivision regulation

Policy 2 - Public facilities and services provided and maintained by the City shall be consistent with the goals, policies and implementing measures of the Comprehensive Plan.

Policy 3 - Urban public facilities and services shall be confined to the incorporated limits.

Policy 5 - The City will encourage development on vacant buildable land within the City where urban facilities and services are available or can be provided.

The property owners in the vicinity of this project are in the process of petitioning the City to create a Local Improvement District to finance the Meyers Road extension and public utilities.

Section L - Transportation

Goal

Improve the systems for movement of people and products in accordance with land use planning, energy conservation, neighborhood groups and appropriate public and private agencies.

The applicant states that the City's goal to improve the community's transportation system will be supported by the extension of Meyers Road. As stated above, the extension of

Meyers Road is identified on the City's transportation plan. Two benefits to the transportation system will be achieved by the Meyers Road extension:

1. Residential areas west of the site will be more directly linked to the Molalla Avenue area; and

2. Traffic will be shifted from Beavercreek Road and Molalla Road to Meyers Road, resulting in a more balanced transportation network.

- The applicant has adequately addressed the Transportation section.

2. Regarding Criteria 2. Is there a public need to be fulfilled by the Change?

The applicant's submittal states:

The public need for the expansion of the commercial area has been previously established by the PZ88-04. The proposed .87 acre addition to the existing commercial designation is a relatively small addition, but it is important because it will offset the land being dedicated for the new Meyers Road right-of-way.

The requested High Density Residential designation will fulfill a need to provide for more multi-family development in Oregon City. The need for more multi-family development is reflected by extremely low vacancy rates in the area. See Appendix A. An April 23, 1989 article in The Oregonian lists a 1988 vacancy rate of only 3.62 percent for the area from Milwaukie to Oregon City. This rate compares with a vacancy rate for the same area of 5.21 percent in 1987. Generally, a vacancy rate of less than 5 percent is considered to indicate a need for additional multi-family housing. The percentage decrease in the vacancy rate in this area during the one year time period was 1.59 percent, trailing only Bend and the Coos Bay/North Bend areas in the general state-wide decline in vacancy rates. During the same time period average rents increased by nine percent, from an average of $436 to $477 for the Milwaukie to Oregon City area, in response to the tightening rental market.

In May 1989, this trend was verified in a survey of several apartment complexes in the Milwaukie to Oregon City area prepared by Planning Resources, Inc. See Appendix A. A total of six apartment developments, containing 951 units, were surveyed. Excluding the second phase of "The Woods", which was a new development still in its initial rent-up stage, the overall vacancy rate was found to be 3.5 percent, thus corroborating the Oregonian data.

The applicant conducted a survey of apartment complexes in Oregon City July, 1990. See Appendix B. Six apartment developments representing 492 units responded to the survey. Only one vacancy was reported and several respondents had waiting lists. Clearly, these data support the previous findings that there is need for additional multi-family housing in Oregon City.

- "While the application is for a plan amendment to high density residential and a zone change to RA-2, Multi-Family residential, the staff finds that the proposed project, in terms of overall density, is more in the nature of a medium density residential development. The density allowed by the high density residential designation is 19.8 units per acre, while the density permitted by the medium density residential designation is 10.9 units per acre. Here, the applicant proposes to build at approximately 12.3 units per acre, which is just slightly above the density permitted in the medium density residential zone, and substantially below the maximum density permitted in the RA-2 zone.

  It is found that there is a need for an additional 19.4 acres of medium density land, and that this application, properly conditioned, satisfies that public need. It is also found that with recent City Commission approval for high density housing on property located west of Molalla Avenue, no public need exists for additional high density development at an overall density at or near 19.8 units per acre. Because no need exists for development at the maximum density permitted in the RA-2 zone, the difference between the maximum number of units allowed on the subject property under RA-2 zoning and the 300 units permitted by this decision shall not be available for transfer onto other properties pursuant to the density transfer provisions for planned developments as set forth in Oregon City's comprehensive plan and Section 11-10 of the zoning ordinance.

  It is found that the applicant has not demonstrated public need for more than 300 units, that no public need exists for more intensive development on this property than that proposed by the applicant, and that a surplus of high density land within the city prevents a demonstration of public need for more than 300 units. It is found that the justification for this development, in terms of public need, impact on public health, safety and welfare, and impact on the character of the area, is based upon

a maximum development of 300 dwelling units, and that the traffic report and other supporting document assume a maximum of 300 units. The staff concludes that the applicant has not and cannot demonstrate need for more than 300 units."

3. Regarding Criterion 3. Is the Public Need best satisfied by the particular change being proposed?

The applicant states:

The public need is best satisfied by the proposed amendment on the subject property because only three other High Density Residential properties in the city are vacant. The three alternative locations are:

On Division Street (near the hospital	5.00 Acres
On Mt. View Road	1.75 Acres
Off Gaffney Lane (2 parcels)	1.75 Acres
Total Inventory of Vacant High Density Residential Land	**8.50 Acres**

The small parcel sizes which make up the inventory present very little choice in the marketplace. Due to high development costs and limited availability of credit for small projects, it is very difficult to build an apartment development on sites in the 1.75 to 5 acre range. In addition to being too small to feasibly develop, the Division Street and Gaffney Road sites have land use constraints. The Division Street site has a plan designation of Office. City staff have indicated that the plan intends for it to be used for medical offices to support the nearby hospital. The Gaffney Lane site is two parcels which are long, narrow and partially underneath power lines. In summary, the city's existing inventory of vacant land designated High Density Residential cannot adequately fulfill the need for multi-family land because there is too little acreage and the available sites have constraints.

The public need is best satisfied by the proposed amendment because the subject property fulfills the city's criteria for the location of High Density Residential land. The policies adopted by the City in June, 1990 (Ordinance No. 90-1032) require the following for sites to be designated High Density Residential:

> Location along or near public transit routes - Tri-Met routes 32 and 33 service Clackamas Community College. Bus stops are within walking distance of the subject property.

Access to major or minor arterials - Molalla Avenue is a major arterial. The extension of Meyers Road will provide safe and convenient access to Molalla Avenue.

High concentration of facilities and services - All public facilities are available or can be made available to the site. The site is close to the Berryhill development for shopping and the Clackamas Community College campus for educational and recreational facilities.

Buffer between Commercial and Low Density districts - The site will separate Low Density districts to the west from the existing commercial district on the site. Currently there is no buffer or transition from General Commercial to R-10 zoning in the area.

Availability of Services - All public facilities are available or can be made available to the site. Fire station No. 2 is one-quarter mile from the site. Gaffney Lane Grade School will be less than a mile from the site when Meyers Road is extended.

As demonstrated by the above findings, the site fulfills all of the criteria for High Density Residential land. It is an excellent location to fulfill the policy direction established in Ordinance No. 90-1032.

- The applicant has analyzed the existing and vacant medium high density zoned property within the city. The proposal for this property is within the acreage needed to complete the city's inventory of need land. Therefore, the public need can be and is best satisfied by the particular change being proposed. This standard is met.

4. Regarding Criterion 4 - Will the change adversely affect the public health, safety and welfare?

The applicant has addressed this as follows:

A conceptual site plan has been prepared to illustrate how the site could be developed for commercial and multi-family use, and provide a basis for evaluating impacts. See Exhibit 2. The most commonly cited impacts affecting the health, safety and general welfare are noise, character of the neighborhood and traffic. The conceptual site plan includes a wooded buffer area on the west perimeter of the site to screen and physically separate the site from future single family development to the west. Buildings can be located in this area so as to preserve many of the trees. On the north end

of the site buildings have been placed 35 to 90 feet from the property line to buffer future single family development to the north. Planting in this area will screen the site from properties on the north. The Christian school and church on the east side of the site are compatible uses. South of the western one-quarter of the site are rural lands outside the urban growth boundary. South of the easter three-quarters, single family residential use will be buffered by the 60 foot right-of-way for Meyers Road.

Based on the above cited buffers and compatible adjacent land uses, it is concluded that noise impacts will not be significant and the character of the area will not be adversely affected. The site is on the edge of the city and is a transition property between a large area of low-intensity single family development and high-intensity land use along Molalla Avenue. This location minimizes the potential for conflicts between the site and neighboring properties.

Transportation impacts have been evaluated by Kittelson and Associates and ODOT. A traffic study has been submitted under separate cover. The study documents impacts to traffic safety and access in the area. The project can be designed to minimize traffic impacts.

- o The applicant has addressed criterion 4 adequately. Staff concurs with the conclusions as outlined in the supporting documentation; therefore, this criterion is met.

5. Regarding Criterion 5 - Does the factual information base in the Comprehensive Plan support the change?

   - o The draft periodic review order identified several locations for future medium/high density residential uses. There was also some additional land to be needed based on adjustments of other properties: 12 acres of medium density and 4.3 acres of high density.

     The factual base can accommodate this request. The projected population can be accommodated for the next 20 years (to year 2009) with the inclusion of this site, the existing vacant land and approved 359+ units to come on line in the next year. Therefore this criterion is met.

6. Regarding "public necessity and the general welfare" required for a zone change the applicant stated that the request will satisfy the public need for additional multi-family housing. The site is specifically needed to provide additional apartment housing in a location which implements the City's policies for Medium and High Density Residential Districts.

The second zone change criterion relates to whether the request is in the "general welfare" of the city. Health, safety and general welfare impacts are discussed above. The site is ideally located for multi-family housing because it has good access, is close to commercial services and will not adversely affect single-family development. The general welfare will be promoted if the area is re-developed and improved. The extension of Meyers Road will have a very positive impact on the general welfare by providing traffic circulation.

- The applicant has adequately shown that the public necessity and general welfare are met by this request. Therefore, this criterion is met.

CONCLUSION AND RECOMMENDATION:

The submittal by the applicant has adequately addressed the Statewide and City Comprehensive Plan goals and policies. Additional information will be needed to fully address the possible Goal 5 resource which may be on the site. The proposal has met the public need and the factual base can support the request.

It is recommended that a plan amendment and zone change for .87 acres from "LR", Low Density Residential/"R-10" Single-Family Dwelling District to "C", Commercial/"C", General Commercial and for 25.77 acres from "LR", Low Density Residential/"R-10" Single-Family Dwelling District to "HR", High Density Residential/"RA-2"/Multiple-Family Dwelling District be approved subject to the following conditions (unless otherwise noted, all conditions are the responsibility of the property owner):

1. That a wetland delineation and a determination of the actual boundary by a wetlands biologist or hydrologist shall be required prior to the submittal of applications for any permits. The wetland study and boundary shall be reviewed and approved by the Division of State Lands and the Planning Division. If a permit is required, review and approval shall include DSL, the Corps of Engineers and the Planning Division. The owner shall secure any required permits from DSL and the Corps of Engineers and shall comply with any conditions attached thereto.

2. That prior to development, the owners shall be required to sign a petition in favor of the formation of the LID for Meyers Road, and public facilities, (sewer, water, storm drainage, turn lanes and signalization). Development of the subject property may only occur concurrent or subsequent to the signing of the L.I.D. petition.

3. Streets

   a. That dedication of the right-of-way for Meyers Road extension shall be required to be dedicated after the alignment is determined through the L.I.D. process.

   b. If required by ODOT a dedication to State Highway requirements shall be required to accommodate at least a 4 - 5 (90-100') lane section on Highway 213.

   c. That a right-in only access on Molalla Avenue shall be allowed only if a safe design can be achieved based on review and approval by ODOT and the City of Oregon City.

4. That the development be limited to a maximum of 300 residential units on the subject property as based on the submittal of supporting documents, and that unused density shall not be transferred onto other properties through provisions for Planned Developments.

5. That the commercially zoned portion of the project be legally divided from the remainder of the property through a major partition and be consolidated prior to submittal of any development applications.

6. That the residentially zoned portion of the project be legally divided through the City's process and consolidated prior to the submittal of any development applications.

7. The applicants shall prepare a tree removal plan for review during design review. A tree removal plan shall, to the extent practical, minimize removal of trees 6 inches, or greater, in caliper.

   The City shall review buffers as part of design review. The City may require setbacks in excess of minimum required setbacks, vegetation, berms, walls, or a combination of those and other buffers or techniques, as necessary to ensure compatibility with adjacent land uses.

NOTICE OF PUBLIC HEARINGS

HEARING DATES:

Oregon City Planning Commission: Tuesday, November 27, 1990; 7:00 PM; City Hall, 320 Warner Milne Road, Oregon City

Oregon City City Commission: Wednesday, December 19, 1990; 8:00 PM; City Hall, 320 Warner Milne Road, Oregon City

Subject: Request for Comprehensive Plan Amendment and Zone Change

File No.: PZ90-06

Applicant: Trace Development Corporation

Owner of Property: Lee Ann Shrake, Patrick and Judy Lilly, North Clackamas Christian School, ELCA Loan Fund

Proposal: Comprehensive Plan Amendment from LR - Low Density Residential to HR - High Density Residential; Comprehensive Plan Amendment from LR - Low Density Residential to C - Commercial; Zone Change from R-10 Single-Family to RA-2 Multi-Family Residential; Zone Change from R-10 Single-Family to C - General Commercial (proposed development is a commercial center on Molalla Avenue, with up to 300 multi-family units on the interior of the site)

Location: West side of Molalla Avenue, southwest of Clackamas Community College

Site Address: 19713 Molalla Avenue

Legal Description: portions of Tax Lots 300, 400, 500, 502, and 600, Map 3-2E-8D

Zoning: R-10 Single-Family

Planning Division Staff Contact: Denyse C. McGriff (657-0891)

Criteria: Set forth in Section 11-12 of the Zoning Ordinance and Section "O" of the Comprehensive Plan. A full listing of applicable criteria and standards will be set forth in the staff report, which is available to the public at City Hall seven days prior to the hearing.

Publish Date: November 7, 1990.

The application and supporting documents are available for inspection at the Oregon City Planning Division, City Hall. The staff report also is available for inspection seven days prior to the hearing. Copies of the application and staff report may be obtained in advance of the hearing.

All interested citizens may testify at the public hearing or submit written testimony prior to the hearing. The procedures for conduct of hearings are posted in Commission Chambers.

Pleased be advised that the failure to raise an issue, in person or by mail, with sufficient detail to afford the Planning Commission and the parties an opportunity to respond, precludes appeal of that issue to the Land Use Board of Appeals.

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891

LAND USE APPLICATION FORM

- [X] ZONE CHANGE
- [X] PLAN AMENDMENT
- [ ] CONDITIONAL USE
- [ ] MAJOR PARTITION
- [ ] MOBILE HOME PARK/ CONDITIONAL USE
- [ ] PLANNED DEVELOPMENT
- [ ] MINOR PARTITION
- [ ] VARIANCE
- [ ] SITE PLAN/ DESIGN REVIEW

The following is a brief summary of an application that has been received by the Oregon City Planning Division. You may provide written comment on the proposal no later than the indicated date below. Additional information may be obtained at the Planning Division office.

APPLICATION # PZ-90-06 (please use this file # when contacting the Planning Division)

APPLICANT'S NAME: Trace Development Corporation

PROPERTY OWNER (if different): Lee Ann Shrake, Patrick and Judy Lilly, North Clackamas Christian School, ELCA Loan Fund

PHYSICAL ADDRESS OF PROPERTY: 19713 Molalla Avenue, Oregon City

DESCRIPTION: TOWNSHIP 3S RANGE 2E SECTION 8D TAX LOT 600, 500, 502, 400, 300 (part)

CLOSEST INTERSECTION: Entrance to Clackamas Community College

DISTANCE & DIRECTION TO INTERSECTION: 600 feet

SEWER: Available ON-SITE DISPOSAL SYSTEM: _____

PRESENT USE OF PROPERTY:

Vacant

PRESENT ZONE: General Commercial, R-10

TOTAL AREA OF PROPERTY: 25.21 acres

PROPOSED LAND USE OR ACTIVITY:
Comprehensive Plan Amendment: Low Density Residential to High Density Residential; Low Density Residential to Commercial
Zone Change from R-10 Single-Family to RA-2 Multi-Family; Zone Change from R-10 Single-Family to C - General Commercial
(proposed development is a commercial center on Molalla Avenue, with up to 300 multi-family units on the interior of the site)

LAST DAY TO SUBMIT TESTIMONY:

NOVEMBER 27, 1990

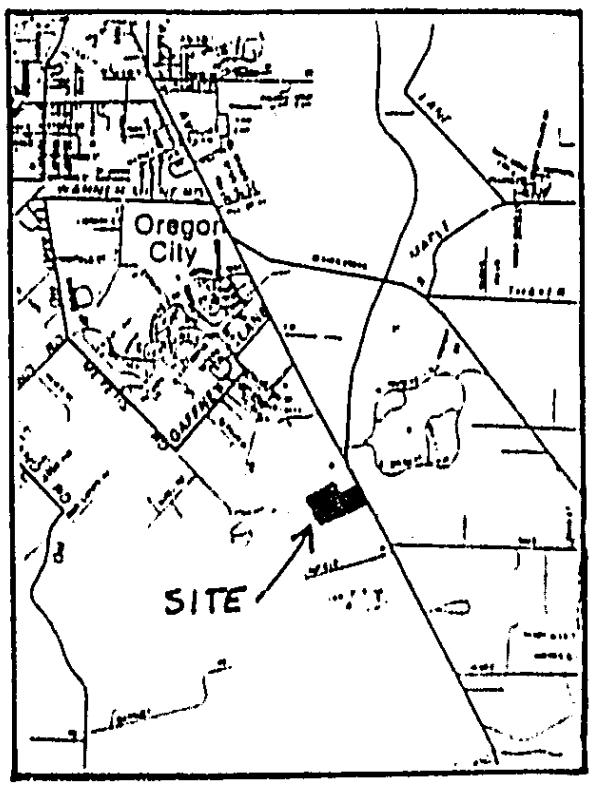
DATE/TIME/PLACE OF PUBLIC HEARING:

November 27, 1990

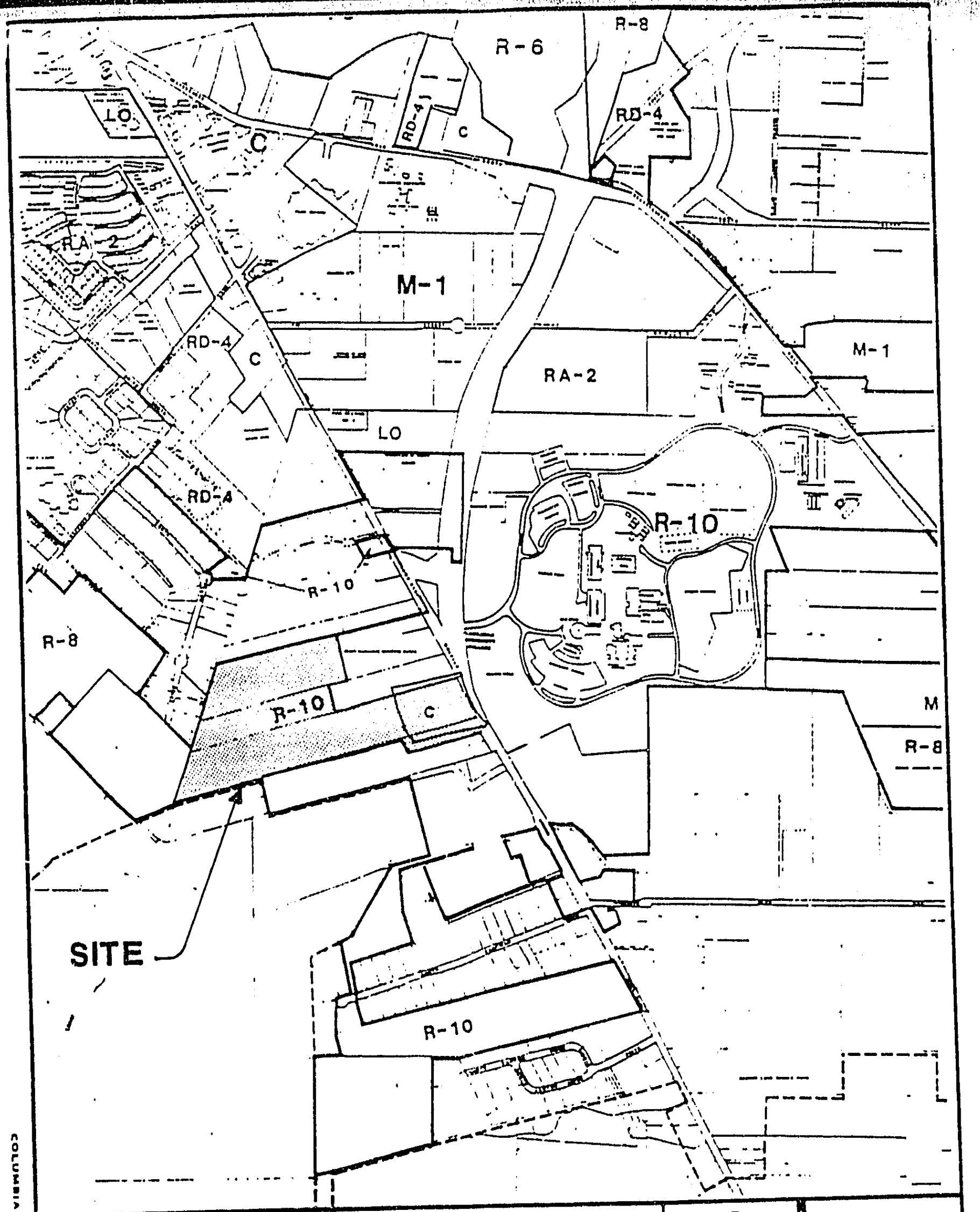
Tuesday, 7:00 p.m. - City Hall

320 Warner Milne Road, Oregon City

MAP LOCATING SUBJECT PROPERTY



MORTGAGEE, LIENHOLDER, VENDOR, OR SELLER: IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO PURCHASER.



SITE LOCATION

Meyers Road Extention
Plan Amendment & Zone Change 7/90

otak incorporated
INC. ARCHITECTS, P.C.
17355 S.W. Boones Ferry Rd., Lake Oswego, OR 97035, (503) 635-3618
101 E. 8th Street, Vancouver, WA 98660, (206) 695-0357
15 Central Way, #305, Kirkland, WA 98033, (206) 822-4446

COLUMBIA BLUEPRINT & SUPPLY

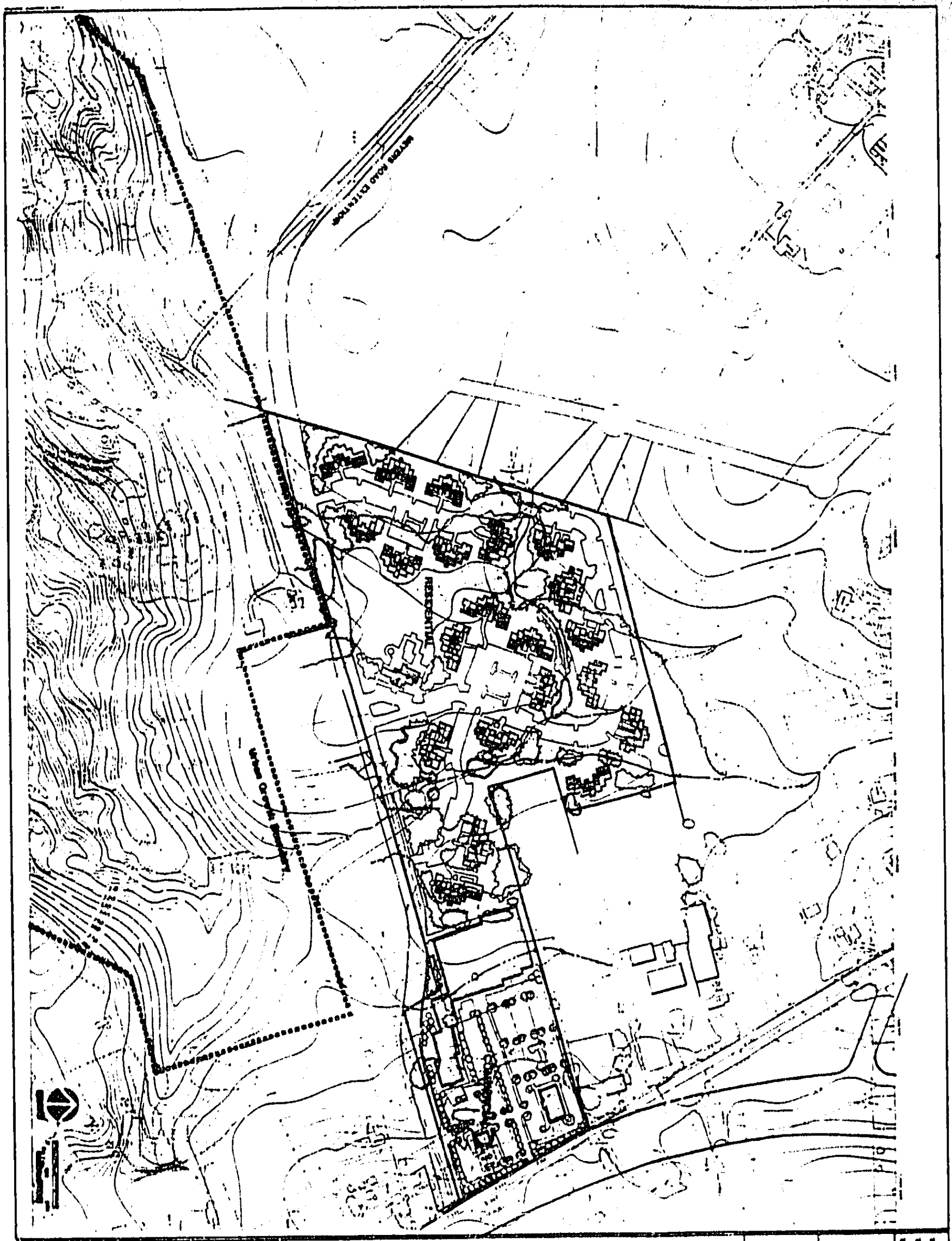
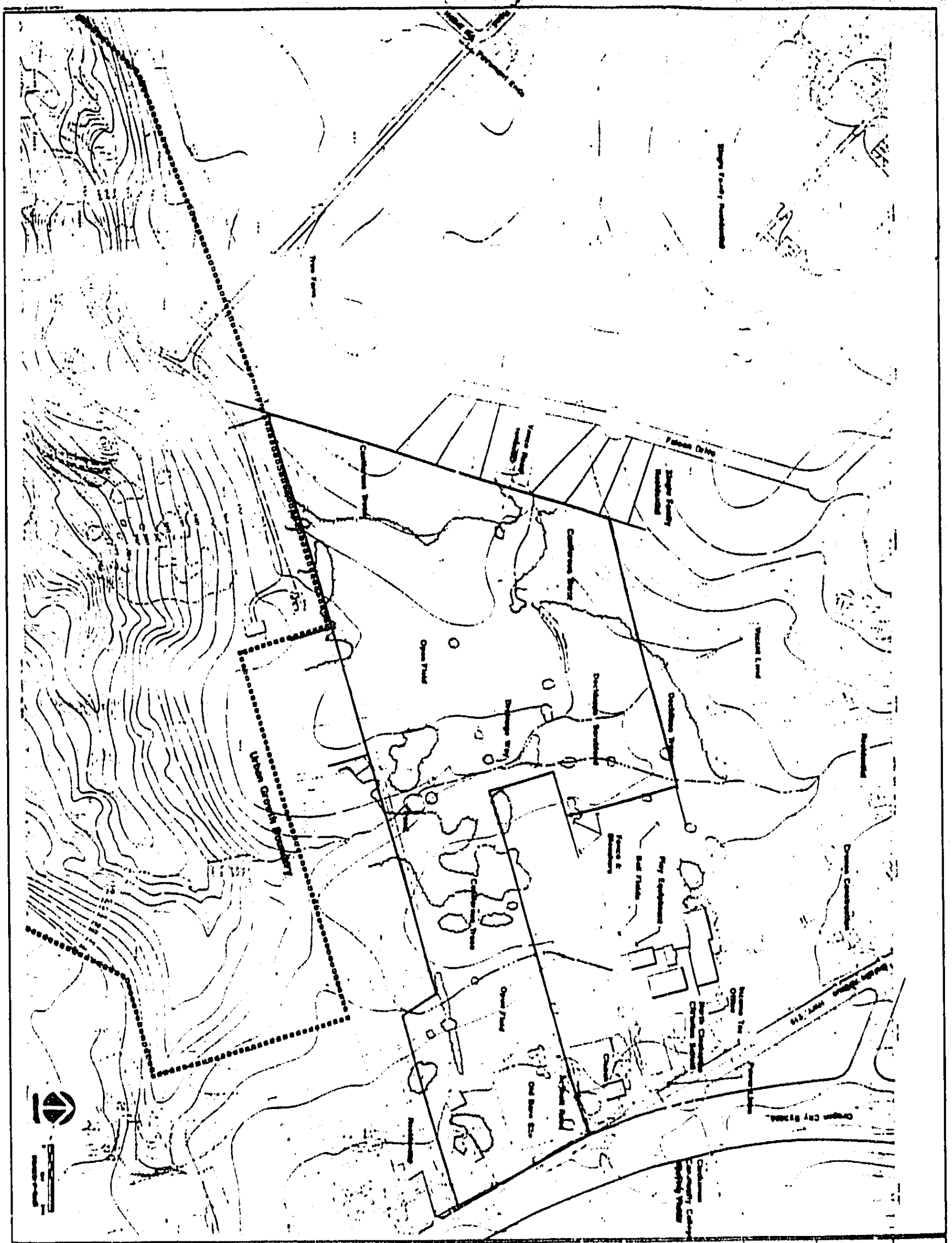

MEYERS ROAD EXTENTION
CONCEPTUAL SITE PLAN
A MIXED USE DEVELOPEMENT

Exhibit 3



MEYERS ROAD EXTENTION

A MIXED USE DEVELOPEMENT

SITE ANALYSIS

MEYERS ROAD EXTENSION
MIXED USE DEVELOPMENT

Application for:

Comprehensive Plan Amendment
and
Zone Change

Prepared for:

Trace Development
500 Abernethy Road
Oregon City, Oregon 97045

July 31, 1990

MEYERS ROAD EXTENSION
MIXED USE DEVELOPMENT

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE

APPLICATION SUMMARY

REQUEST:	Redesignate .87 acres of R-10 (Low Density Residential) to General Commercial (Commercial) Redesignate 24.34 acres of R-10 to RA-2 (High Density Residential)
SUBJECT PROPERTY:	West side of Molalla Avenue, approximately 600 feet south of the access to Clackamas Community College Tax Lots 600, 500, 502, 400 and 300 (part) Map 3 2E 8D
APPLICANT:	Trace Development 500 Abernathy Road Oregon City, Oregon 97045 655-1455 Contact: John Bayless
PLANNER:	OTAK, Inc. 17355 S.W. Boones Ferry Road Lake Oswego, Oregon 97035 635-3618 Contact: Joe Dills, AICP
EXISTING USE:	Vacant
PROPOSED USE:	Commercial Center and up to 300 apartments
SITE AREA:	31.92 acres

I. REQUEST

The intent of this application is to obtain approval for an amendment to the Oregon City Comprehensive Plan and Zoning Map. The subject property is 32 acres located on the west side of Molalla Avenue, approximately 600 feet south of the entrance to Clackamas Community College. Approval of the request will allow for a commercial center fronting on Molalla Avenue, approximately 300 multi-family units on the interior of the site and the extension of Meyers Road to connect with Molalla Avenue. See Exhibits 1 and 2.

The requested plan and zoning amendments are:

1. Redesignate .87 acres of R-10 (Low-Density Residential) to General Commercial (Commercial)

2. Redesignate 24.34 acres of R-10 (Low-Density Residential) to RA-2 (High-Density Residential).

Meyers Road will be extended to Molalla Avenue as part of the approval of this request. The Meyers Road extension is identified on the Oregon City Transportation Plan.

II. REASON FOR REQUEST

The proposed expansion of the existing commercial designation was previously approved the city in 1988 (Case File PZ88-04). The approval lapsed because a required major partition was never completed by the property owner. The site's frontage on Molalla Avenue make's a suitable location for commercial development. The additional acreage will offset the land being dedicated for the Meyers Road right-of-way.

The request to redesignate low-density residential land to high-density residential use is made to address a need for more multi-family housing opportunities in the Oregon City, as evidenced by extremely low vacancy rates (less than 1%) and a small supply of vacant high-density multi-family land (8.5 acres). The site is an excellent location for multi-family development because it is close to Clackamas Community College, public transit, commercial services and can be buffered from single family development.

The density allowed by the High Density Residential designation is 19.8 units per acre. The Medium Density Residential designation allows a density of 10.9 units per acre. The applicant proposes to build at approximately 12.3 units per acre and therefore must request the High Density Residential designation, even though there is no intention of using all of the allowed density.

II. BASIC FACTS

1. **Location:** The property is located on the west side of Molalla Avenue, across from Clackamas Community College. The former site address was 19713 Molalla Avenue, Oregon City. It was formally the location of the Horsemanship West Stable.

   Legal: Tax Lots 600, 500, 502, 400, and 300(part) on Map 3 2E 8D

2. **Zoning (See Exhibit 2):**

   1. Subject Property: General Commercial (6.71 acres)
      Commercial Plan designation

      R-10 Single Family (25.21 acres)
      Low Density Residential Plan Designation

The urban growth boundary runs along approximately one-quarter of the site's south boundary.

2. Surrounding Area: R-10 Single Family Residential
See Attached Exhibit 1.

3. Current Land Use

1. Subject Property: Vacant

2. Surrounding Area: North - Prince of Life Lutheran Church
North Clackamas Christian School
Vacant land

East - Molalla Avenue
Clackamas Community College

South - Single Family Residence
Vacant land

West - Tree Farm
Vacant land
Single family residential

4. **Site Conditions (See Exhibit 3)**

Site conditions are illustrated on the attached Site Analysis, Exhibit 3. The west end of the site is wooded. The central portion of the site is covered with blackberries and other shrubs. There is a drainage swale which runs north-south through the site. The east end of the site is the former location of the Horsemanship West Stable. A paved area which is being overtaken by grasses and shrubs is all that remains of the stable. The property slopes toward the west and southwest.

III. COMPLIANCE WITH COMPREHENSIVE PLAN AMENDMENT CRITERIA

The criteria of the Oregon City Comprehensive Plan for the review of Comprehensive Plan Amendment applications are:

(1) Does the proposed change conform with State Planning Goals and local goals and policies?

(2) Is there a public need to be fulfilled by the change?

(3) Is the public need best satisfied by the particular change being proposed?

(4) Will the change adversely affect the public health, safety and welfare?

(5) Does the factual information base in the Comprehensive Plan support the change?

would prohibit the city from exceeding the density and housing split requirements. The City currently has three sites which are vacant land designated for high density residential development. They include a 5-acre parcel near the hospital which has a plan designation of Office, a 1.75 acre parcel in the Hilltop area and 2 small parcels totaling 1.75 acres off Gaffney Lane. This inventory provides very little opportunity to meet high-density housing needs.

LCDC Goal 12 -- Transportation

Access is available from Molalla Avenue. The City Transportation Plan identifies a need to extend Meyers Road from its current terminus to Molalla Avenue. This extension will be implemented if the current request is approved. A traffic analysis is being prepared by Kittelson and Associates to demonstrate the impacts of the proposed High Density Residential designation on the transportation system of the area.

Oregon City Housing Goals and Policies

The proposed High Density Residential designation is consistent with the housing goal, listed on page C-16 of the plan, of providing "for the planning, development and preservation of a variety of housing types at a range of price and rents." As indicated by the vacancy rate data submitted with this application, there is a need for additional multi-family development in the Oregon City area. The proposed designation is also consistent with Policy 3 on page C-16, which states that "the City shall encourage the private sector in maintaining an adequate supply of multi-family housing units.

In June, 1990, the Oregon City Council adopted policies for siting new high-density housing areas. The policies state that high density residential development is appropriate where there is access to major arterial streets, a high concentration of facilities and services, locations which buffer commercial and low density residential areas and an adequate level of services. All of these criteria are met by the subject property. The site implements the policy direction set by the City regarding locations for high density residential development.

Oregon City Commerce and Industry Goals and Policies

The proposal to designate the subject property for additional commercial development is consistent with the general goal to "Maintain a healthy and diversified economic community for the supply of goods, services and employment opportunity." Commerce and Industry Goal 8 is to "Encourage continued retail growth by: (a) designating land for retail use in areas along or near major arterials and transit lines." The proposal is supportive of this goal because the site is directly adjacent to a major arterial (Molalla Avenue) and transit lines (Tri-Met lines 32 and 33).

Transportation Goals and Policies

The City's goal to improve the community's transportation system will be supported by the extension of Meyers Road. As stated above, the extension of Meyers Road is identified on the City's transportation plan. Two benefits to the transportation system will be achieved by the Meyers Road extension: (1) Residential areas west of the site will be more directly linked

to the Molalla Avenue area; and (2) Traffic will be shifted from Beavercreek Road and Molalla Road to Meyers Road, resulting in a more balanced transportation network.

The City has evaluated creating a Local Improvement District to finance the Meyers Road extension and utility extensions. Please see Appendix C for a memorandum from the Community Development Director to the City Council regarding the L.I.D. The memorandum states that in January, 1989, the Meyers Road Neighborhood voted to proceed with the L.I.D. The proposed plan amendment and zone change will facilitate development to finance a portion of road and utility extensions.

B. Public Need

The public need for the expansion of the commercial area has been previously established by the PZ88-04. The proposed .87 acre addition to the existing commercial designation is a relatively small addition, but it is important because it will offset the land being dedicated for the new Meyers Road right-of-way.

The requested High Density Residential designation will fulfill a need to provide for more multi-family development in Oregon City. The need for more multi-family development is reflected by extremely low vacancy rates in the area. See Appendix A. An April 23, 1989 article in *The Oregonian* lists a 1988 vacancy rate of only 3.62 percent for the area from Milwaukie to Oregon City. This rate compares with a vacancy rate for the same area of 5.21 percent in 1987. Generally, a vacancy rate of less than 5 percent is considered to indicate a need for additional multi-family housing. The percentage decrease in the vacancy rate in this area during the one year time period was 1.59 percent, trailing only Bend and the Coos Bay/North Bend areas in the general state-wide decline in vacancy rates. During the same time period average rents increased by nine percent, from an average of $436 to $477 for the Milwaukie to Oregon City area, in response to the tightening rental market.

In May 1989, this trend was verified in a survey of several apartment complexes in the Milwaukie to Oregon City area prepared by Planning Resources, Inc. See Appendix A. A total of six apartment developments, containing 951 units, were surveyed. Excluding the second phase of "The Woods", which was a new development still in its initial rent-up stage, the overall vacancy rate was found to be 3.5 percent, thus corroborating the *Oregonian* data.

The applicant conducted a survey of apartment complexes in Oregon City July, 1990. See Appendix B. Six apartment developments representing 492 units responded to the survey. Only one vacancy was reported and several respondents had waiting lists. Clearly, these data support the previous findings that there is a need for additional multi-family housing in Oregon City.

C. Public Need Best Satisfied By Proposed Change

The public need is best satisfied by the proposed amendment on the subject property because only three other High Density Residential properties in the city are vacant. The three alternative locations are:

On Division Street (near the hospital)	5.00 Acres
On Mt. View Road	1.75 Acres
Off Gaffney Lane (2 parcels)	1.75 Acres

Total Inventory of Vacant High Density Residential Land 8.50 Acres

The small parcel sizes which make up the inventory present very little choice in the marketplace. Due to high development costs and limited availability of credit for small projects, it is very difficult to build an apartment development on sites in the 1.75 to 5 acre range. In addition to being too small to feasibly develop, the Division Street and Gaffney Road sites have land use constraints. The Division Street site has a plan designation of Office. City staff have indicated that the plan intends for it to be used for medical offices to support the nearby hospital. The Gaffney Lane site is two parcels which are long, narrow and partially underneath power lines. In summary, the city's existing inventory of vacant land designated High Density Residential cannot adequately fulfill the need for multi-family land because there is too little acreage and the available sites have constraints.

The public need is best satisfied by the proposed amendment because the subject property fulfills the city's criteria for the location of High Density Residential land. The policies adopted by the City in June, 1990 (Ordinance No. 90-1032) require the following for sites to be designated High Density Residential:

Location along or near public transit routes - Tri-Met routes 32 and 33 service Clackamas Community College. Bus stops are within walking distance of the subject property.

Access to major or minor arterials - Molalla Avenue is a major arterial. The extension of Meyers Road will provide safe and convenient access to Molalla Avenue.

High concentration of facilities and services - All public facilities are available or can be made available to the site. The site is close to the Berry Hill development for shopping and the Clackamas Community College campus for educational and recreational facilities.

Buffer between Commercial and Low Density districts - The site will separate Low Density districts to the west from the existing commercial district on the site. Currently there is no buffer or transition from General Commercial to R-10 zoning in the area.

Availability of Services - All public facilities are available or can be made available to the site. Fire station No. 2 is one-quarter mile from the site. Gaffney Lane Grade School will be less than a mile from the site when Meyers Road is extended.

As demonstrated by the above findings, the site fulfills all of the criteria for High Density Residential land. It is an excellent location to fulfill the policy direction established in Ordinance No. 90-1032.

D. Public Health, Safety and General Welfare

A conceptual site plan has been prepared to illustrate how the site could be developed for commercial and multi-family use, and provide a basis for evaluating impacts. See Exhibit 2. The most commonly cited impacts affecting the health, safety and general welfare are noise, character of the neighborhood and traffic. The conceptual site plan includes a wooded buffer area on the west perimeter of the site to screen and physically separate the site from future single family development to the west. Buildings can be located in this area so as to preserve many of the trees. On the north end of the site buildings have been placed 35 to 90 feet from the property line to buffer future single family development to the north. Planting in this area will screen the site from properties on the north. The Christian school and church on the east side of the site are compatible uses. South of the western one-quarter of the site are rural

lands outside the urban growth boundary. South of the eastern three-quarters, single family residential use will be buffered by the 60 foot right-of-way for Meyers Road.

Based on the above cited buffers and compatible adjacent land uses, it is concluded that noise impacts will not be significant and the character of the area will not be adversely affected. The site is on the edge of the city and is a transition property between a large area of low-intensity single family development and the high-intensity land use along Molalla Avenue. This location minimizes the potential for conflicts between the site and neighboring properties.

Transportation impacts are being evaluated by Kittelson and Associates. A traffic study will be submitted under separate cover. The study will document impacts to traffic safety and access in the area.

D. Factual Information Base in Comprehensive Plan

The goals and policies of the Comprehensive Plan have been previously addressed in this report. The proposal is supportive of these policies.

E. Zone Change Criteria

The criteria for approval of a zone change are set forth in Section 11-12-1 of the zoning ordinance. These criteria are quite general, but state that a zone change application can be approved "whenever public necessity and the general welfare require."

The public need being addressed by this application is a general deficiency in the supply of multi-family apartments in the Milwaukie to Oregon City area. This deficiency has been demonstrated with vacancy rate data from the *Oregonian* and by the applicant's own inventory. See Appendix A and B. Approval of this zone change, therefore, is consistent with this first zone change criterion. The site is specifically needed to provide additional apartment housing in a location which implements the City's policies for High Density Residential districts.

The second zone change criterion relates to whether the request is in the "general welfare" of the city. Health, safety and general welfare impacts are discussed above. The site is ideally located for multi-family housing because it has good access, is close to commercial services and will not adversely affect single-family development. The general welfare will be promoted if the area is re-developed and improved. The extension of Meyers Road will have a very positive impact on the general welfare by providing traffic circulation.

IV. Conclusion

This report, together with the traffic study and vacancy rate information provided by the applicant, indicate that this request complies with the criteria of the Comprehensive Plan for Plan Amendment applications and with the criteria of the Zoning Ordinance for approval of Zone Change requests. For these reasons, we request approval of this application.

APPENDIX

A. 1989 Multi-Family Survey prepared by Planning Resources Inc.

B. 1990 Rental Survey prepared by Trace Development

C. January 6, 1989 Memorandum Regarding Meyers Road L.I.D.

D. Exhibits

   1. Site Location and Zoning

   2. Conceptual Site Plan

   3. Site Analysis

APPENDIX A

RENT SURVEY

FOR

PROPOSED APARTMENT UNITS

AT

BEAVERCREEKROAD

AND

OREGON CITY BYPASS

Prepared by:
Planning Resources, Inc.
May, 1989

Date: February, 1989

LAKE CREST APARTMENTS
8106 S.E. Lake Road
Milwaukie, OR 97222

Across From K-Mart
654-0477

Phase I & II New		Vacancy
2 Bedrooms (Older Building)	$450.00	None
1 Bedroom (Older Building)	$315.00	3
3 Bedroom (Older Building)	$550.00	1
Phase II - New Complex		
2 Bedrooms 1141 S.F.	$550.00	2
3 Bedrooms 1341 S.F.	$650.00	None

Amenities: Free cable, pool, athletic club membership, steam room, tennis court, sauna, pool table.

229 units in Phase I and II.

Notes: Vacancy Rate (6 out of 229): 2.6%

Rental Rate: Large units = $.48 per S.F.

Date: February, 1989

Crystal Lake

Total Units = 150±

	Rent
1 Bedroom, 1 Bath, 695 S.F.	$495.00 to $445.00
2 Bedroom, 2 Bath, 972 S.F.	$495.00 to $550.00
Garages	$ 50.00/month
Carports	$ 15.00/month

Amenities: Swimming pool, jogging, 2 exercise bikes, 1 rowing machine

Notes: Vacancy Rate: Nearly full (quote from Andrea)
Rental Rate: 1 Bedroom = $.57 to $64/S.F.
2 Bedroom = $.51 to $56/S.F.

Update: May 8, 1989

Lawnfield Garden Apartments
9900 S.E. Lawnfield Road
Clackamas, OR 97015

653-9040(Karen)

86 Units; 8 years old

All 2 Bedrooms, 1.5 Bath = 970 S.F.
In process of raising rents $475.00 to $495.00
Vacancy 2 or less; usually 0; 2 units under rehab, not ready to rent. 1 unit vacant; 1 unit pre-rented. Balance full.

Amenities: Spa, sauna, no pool, no garages.

Middle to low-end quality.

Managed by Guardian Management.

Notes: Vacancy Rate Estimate: 2.3%
Rental Rate: $.51/S.F.

Update: May 8, 1989

Robinwood

High-end apartments
Brand new construction, 6 months

Full rent up as units were completed
98 units total

	Rent
1 Bedroom, 1 Bath, 634 S.F.	$480.00
2 Bedroom, 2 Bath, 924 S.F.	$610.00
2 Bedroom, 2 Bath, 1026 S.F.	$635.00
Garage with opener	$ 55.00/month

Amenities: Recreation room, fitness center, pool, 1 tanning bed, deluxe appliances, refrigerator with ice maker, washer and dryer in each unit, mini blinds, fireplaces.

Notes: Vacancy Rate: 1% (One unit)
Rental Rate: 634 S.F. = $.75/S.F.
924 S.F. = $.66/S.F.
1026 S.F. = $.62/S.F.

Update May 8, 1989

The Woods

Brand new
All units renting upon completion
Phase I and II

	Rent
2 Bedroom, 1 Bath, 975 S.F.	$524.00-$560.00
2 Bedroom, 2 Bath, 1000 S.F.	$555.00-$615.00
2 Bedroom, 2 Bath, Loft, 1200 S.F.	$690.00
3 Bedroom, 2 Bath, 1200 S.F.	$640.00-$690.00
Garages	$ 50.00/month

All appliance, including some washers and dryers.

Notes: Vacancy Rate: Phase I (2 out of 120 units) = 1.6%
Phase II (18 out of 122) = 15% due to new construction and lease-up (all are 2 or 3 bedroom units)

Rental Rate: 975 S.F. = $.56/S.F.
1000 S.F. = $.60/S.F.
1200 S.F. = $.57/S.F.

Update - May 8, 1989
656-3155

Barclay Village
775 Cascade Street
Oregon City, OR

146 units

	Rent	Vacant
1 Bedroom, 1 Bath, 795 SF. (14)	$450.00	0
2 Bedroom, 1 Bath, 927 SF. (66)	$470.00-490.00	0
2 Bedroom, 2 Bath, 984 SF. (66)	$505.00-$535.00	18

No garages

Amenities: tennis court, gym, pool, jacuzzi

Tenants seem young and wild
Poor lighting and quality for new construction
Only 30% of units have scenic view of woods
Access from Molalla Avenue very poor
Only new major complex in Oregon City; 4/88

Notes: Vacancy Rate: Overall = 12% (Owner says much less)
795 SF. = 0%
927 SF. = 0%
984 SF. = 27%

Rental Rate: 795 SF. = $.56/SF.
927 SF. = $.52/SF.
984 SF. = $.55/SF.

The Enterprise

Wednesday

December 7, 1988

Courier

PARTLY CLOUDY

Oregon City/Oladstone/West Linn/Milwaukie and Clackamas

Can't find an apartment?

By STEVE FREDERICK

Rents are rising and vacant apartments are increasingly hard to find in the Oregon City-Milwaukie area, according to a Portland firm that surveys the market twice annually.

The vacancy rate in the area is 2.2 percent -- which ties with the Tigard/Lake Oswego area for the lowest among seven regions in the Portland metropolitan area.

"The overall vacancy rate is 3.1 percent, the lowest we've seen in the 12 years we've been doing this survey," said Jerry A. Mason, vice president of Apartment Data Center Realtors.

Average rent for an average-sized two bedroom apartment ranged from $302 in north Portland to $450 in west Portland. The average in this area for such a unit is $386.

The vacancy rate fell a full percent point in the region since the March survey and fell 1.3 percent locally. The rate ranged from 2.2 percent here and in the Tigard/Lake Oswego area to 6.5 percent in north Portland, the only region in the survey where the vacancy rate is climbing.

The vacancy rate fell despite an increase of 4,503 units in the market since March, including 646 in the local area. About 60 percent of the additional units surveyed are new construction, "which generally brings more expensive rates into the survey," Mason said.

(Please Turn to Page 3)

APPENDIX B

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 43

2. Vacancy today number of units 0

3. Average vacancy per year

4. Size of units

Number	14	Bed	3	Bathrooms	1 ½	Sq. Ft.	980	+
Number	20	Bed	2	Bathrooms	1 ½	Sq. Ft.	875	
Number	9	Bed	1	Bathrooms	1	Sq. Ft.	70	

5. Rental Rates:

3	Bed	Remodel 619
2	Bed	Will be 559
1	Bed	Will be 435

6. Present or future expansion plans

Yes

Name Beaver Court Duplexes

Address 13945 #6
13967 S. Beavercreek Road
Oregon City, Oregon 97045

Phone 657-3054

Prepared by Trace Development - July, 1990

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 44

2. Vacancy today number of units 0

3. Average vacancy per year - no vacancies - have a waiting list
   0 - last 6 years

4. Size of units

Number	40	Bed	2	Bathrooms	1	Sq. Ft.	750
Number	4	Bed	3	Bathrooms	1	Sq. Ft.	

5. Rental Rates:

3	Bed	515/550
2	Bed	450/475
	Charges	$50

6. Present or future expansion plans

   Yes

7. Number of Children 3

Name Fernwood Court Apartments

Address 18721 S. Central Point Road
Oregon City, Oregon 97045

Phone 656-8954

Prepared by Trace Development - July, 1990

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 48

2. Vacancy today number of units
3. Average vacancy per year -- subsidized

4. Size of units

Number	10	Bed	1	Bathrooms	Sq. Ft.
Number	10	Bed	3	Bathrooms	Sq. Ft.
Number	9	Bed	2	Bathrooms	Sq. Ft.

6. Present or future expansion plans

Yes

Name Oregon City Terrace

Address 600 May
Oregon City, Oregon 97045

Phone 655-2747

Prepared by Trace Development - July, 1990

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 100

2. Vacancy today number of units -0-

3. Average vacancy per year 98-99
(waiting list)

4. Size of units

Number		Bed 1	Bathrooms	Sq. Ft.	700
Number	20	Bed 2	Bathrooms	Sq. Ft.	900
Number	9	Bed 3	Bathrooms	Sq. Ft.	1000

5. **Rental Rates:**

1	Bed	375 - 150
2	Bed	435 - 175
3	Bed	475 - 200

6. Present or future expansion plans

No

Name Mt. View Apartments

Address 1840 Molalla Avenue
Oregon City, Oregon 97045

Phone 656-7406

Prepared by Trace Development - July, 1990

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 100

2. Vacancy today number of units -0-

3. Average vacancy per year 98-99
(waiting list)

4. Size of units

Number	Bed	1	Bathrooms	Sq. Ft. 700
Number	Bed	2	Bathrooms	Sq. Ft. 900
Number	Bed	3	Bathrooms	Sq. Ft. 1000

5. Rental Rates:

1	Bed	375 - 150
2	Bed	435 - 175
1	Bed	275 - 200

6. Present or future expansion plans

NO

Name Mt. View Apartments

Address 1840 Molalla Avenue
Oregon City, Oregon 97045

Phone 656-7496

Prepared by Trace Development - July, 1990

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 55

2. Vacancy today number of units 0

3. Average vacancy per year 0

4. Size of units

Number	16	Bed	1	Bathrooms	1	Sq. Ft.
Number	30	Bed	2	Bathrooms	1	Sq. Ft.
Number	8	Bed	3	Bathrooms	1	Sq. Ft.

5. Rental Rates:

1	Bed	290 - raise in Sept. $25
2	Bed	335 - raise in Sept. $25
1	Bed	380 - raise in Sept. $15

6. Present or future expansion plans

Yes

Name Barclay Square Apartments

Address 290 Warner Milne Road
Oregon City, Oregon 97045

Phone 657-9488

Prepared by Trace Development - July, 1990

OREGON CITY MULTI-FAMILY

RENTAL SURVEY

1. Total number of units 146

2. Vacancy today number of units 1

3. Average vacancy per year 3%

4. Size of units

Number	14	Bed	1	Bathrooms	1	Sq. Ft.	745
Number	132	Bed	2	Bathrooms	& 2	Sq. Ft.	984

5. Rental Rates:

1	Bed	475 - 495
2	Bed	515 - 545
2	Bed	525 - 575

6. Present or future expansion plans

Possibly

7. 18 or 20 children

Name Barclay Village Apartments

Address 775 Cascade
Oregon City, Oregon 97045

Phone 656-3155

Prepared by Trace Development - July, 1990

COMMISSION MEMORANDUM

DATE

TO THE HONORABLE MAYOR AND COMMISSIONERS

APPENDIX C

Subject: Meyers Road Extension Report No. 89-1

The Development Services Department has been working with the Meyers Road Neighborhood since April 1988 on the proposed extension of Meyers Road. The project area includes approximately 100 acres and potential for 400 single-family housing units. Refer to attached map.

Numerous meetings have been held with regard to the potential annexation of property to the City and interest in forming a Local Improvement District (LID) to finance the improvements. At a meeting held January 5th, the neighborhoood voted 6-2 to go ahead with the project. Annexation and LID forms were handed out and signatures are currently being obtained.

This project will become one of the best residential development areas in the City and with By-Pass access, should be better able to overcome the tax rate stigma that has all but shut down residential development in the City. The project includes water, sanitary sewers, street and storm drainage improvements. The total estimate is $1,721,564 with the City's share estimated at $483,790 (refer to the following cost breakdown):

Item	Property Owner's Share	City's Share	Total Cost
Street & Storm Drainage	$534,000 (75%)	$188,000 (25%)	$722,000
Water	$197,500 (8" diameter)	$ 92,000 (12"diam. oversize) $ 82,500 (14"diam. oversize)	$372,000
Sanitary Sewer	$506,274	$121,290 (advance financing)	$627,564
TOTAL:	$1,237,774	$483,790	$1,721,564

The City's share of the street and storm drainage costs represent the 25% oversizing of the road to collector standards. Funds for the improvement will come from either road system improvement funds or from the proposed urban renewal district expansion as a related project. The City's share of the water system costs will come from the City's water system improvement fund. The City's share of the sewer system costs will come from the City's sewer system improvement fund, but will be eligible for reimbursement under the City's advance financing program.

INCORPORATED 1844

COMMISSION MEMORANDUM

January 6, 1989
DATE

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Meyers Road Extension Report No. 89-1

When the petitions are returned, agenda items on both the annexations and local improvement district formation will be scheduled for City Commission consideration.

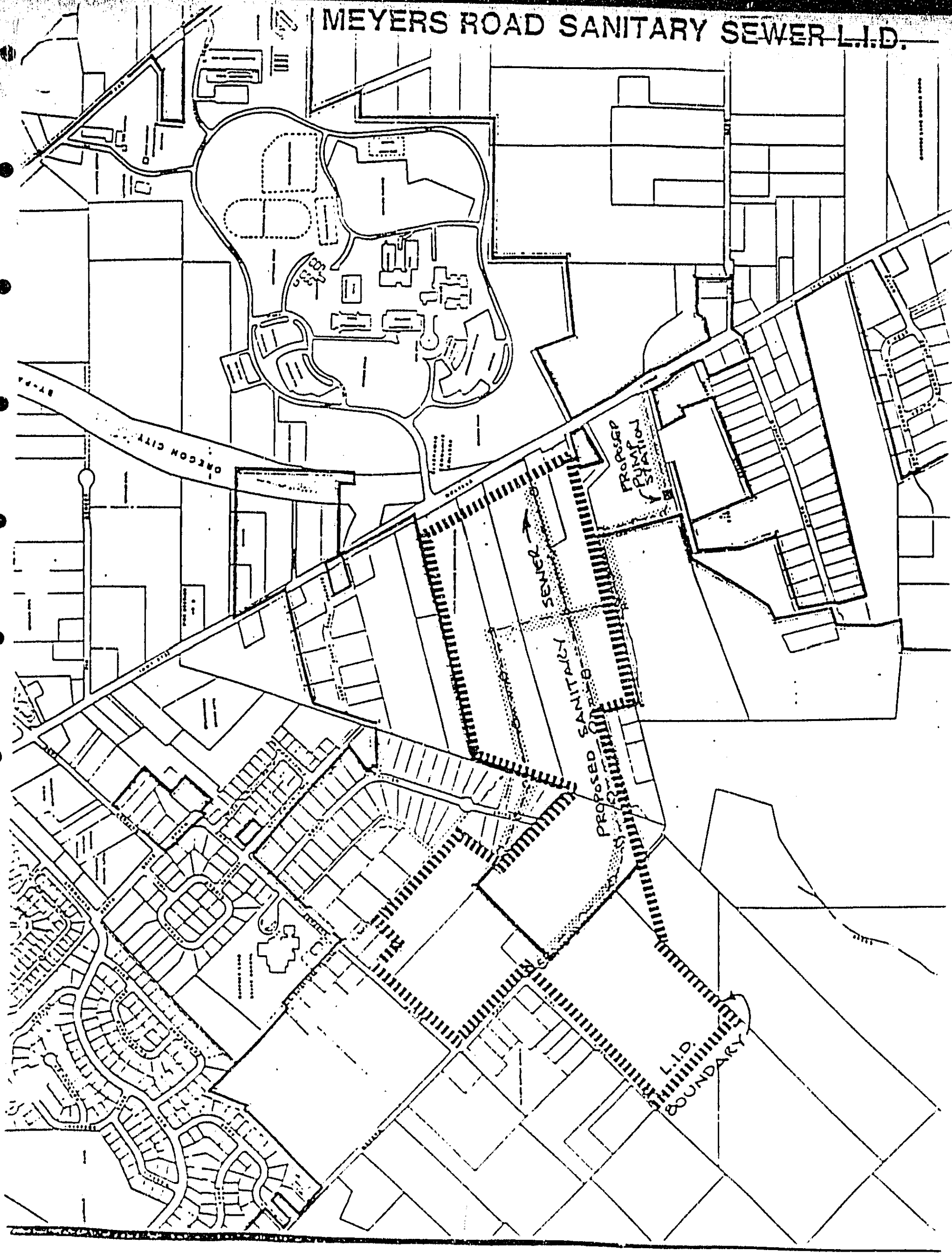
John G. Block

JOHN G. BLOCK
Development Services Director

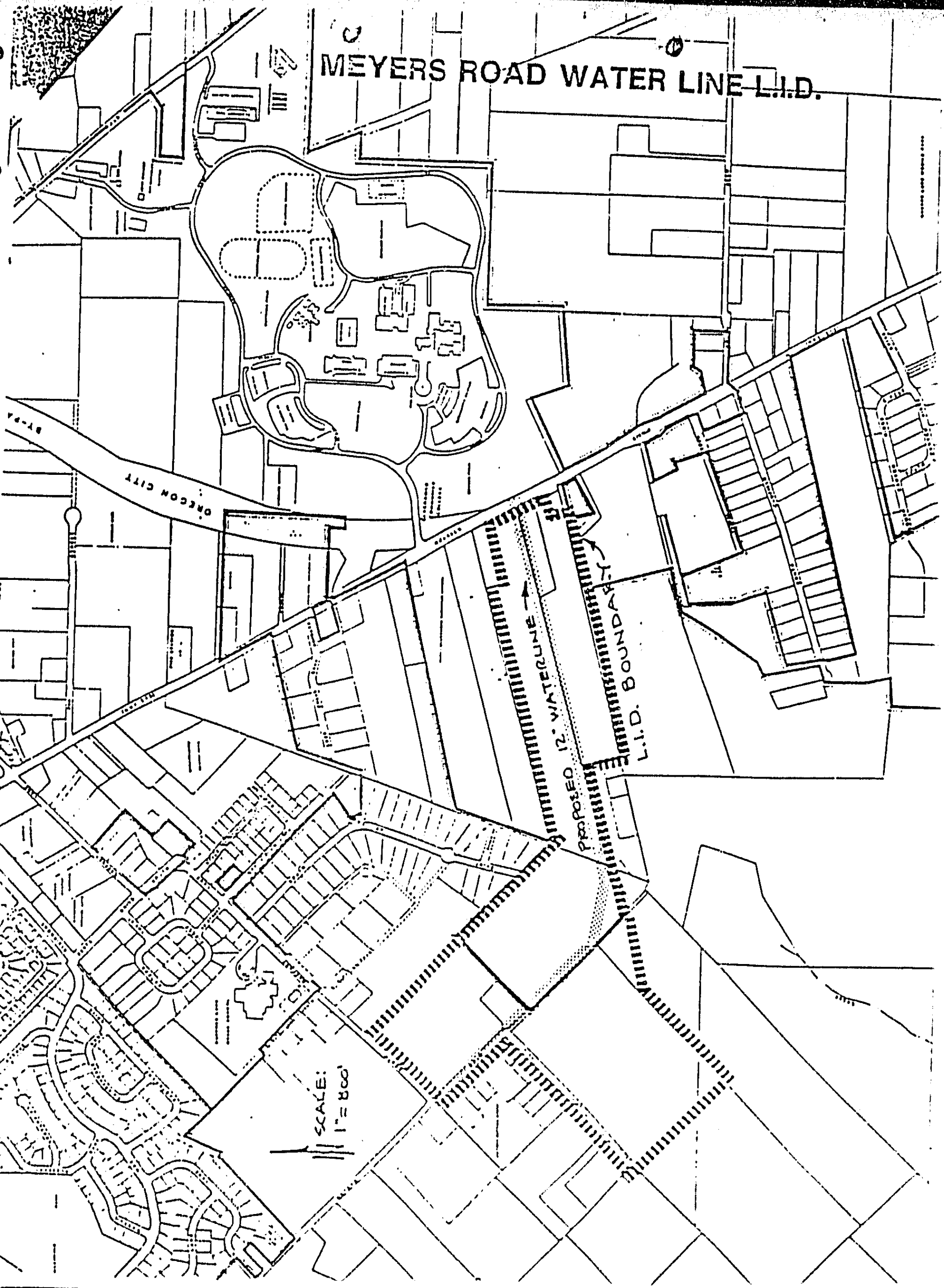
Attach.
cc: Tom Fender, City Manager

ISSUED BY THE GENERAL MANAGER

MEYERS ROAD SANITARY SEWER L.I.D.



MEYERS ROAD WATER LINE L.I.D.



MEYERS ROAD EXTENSION L.I.D.

L.I.D. BOUNDARY

EXISTING ROAD

MEYERS ROAD

OREGON CITY

SCALE: 1" = 800'

TRANSPORTATION IMPACT ANALYSIS

MEYERS ROAD PROJECT

Oregon City, Oregon

KITTELSON & ASSOCIATES, INC.

October 1990

TRANSPORTATION IMPACT ANALYSIS

FOR THE

MEYERS ROAD PROJECT

OREGON CITY, OREGON

Prepared for:

TRACE DEVELOPMENT CORPORATION
500 Abernethy Road
Oregon City, Oregon 97015

Prepared by

Kittelson & Associates, Inc.
512 S.W. Broadway
Portland, Oregon 97205
(503) 228-5230

October 1990

Project 435.00

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INTRODUCTION

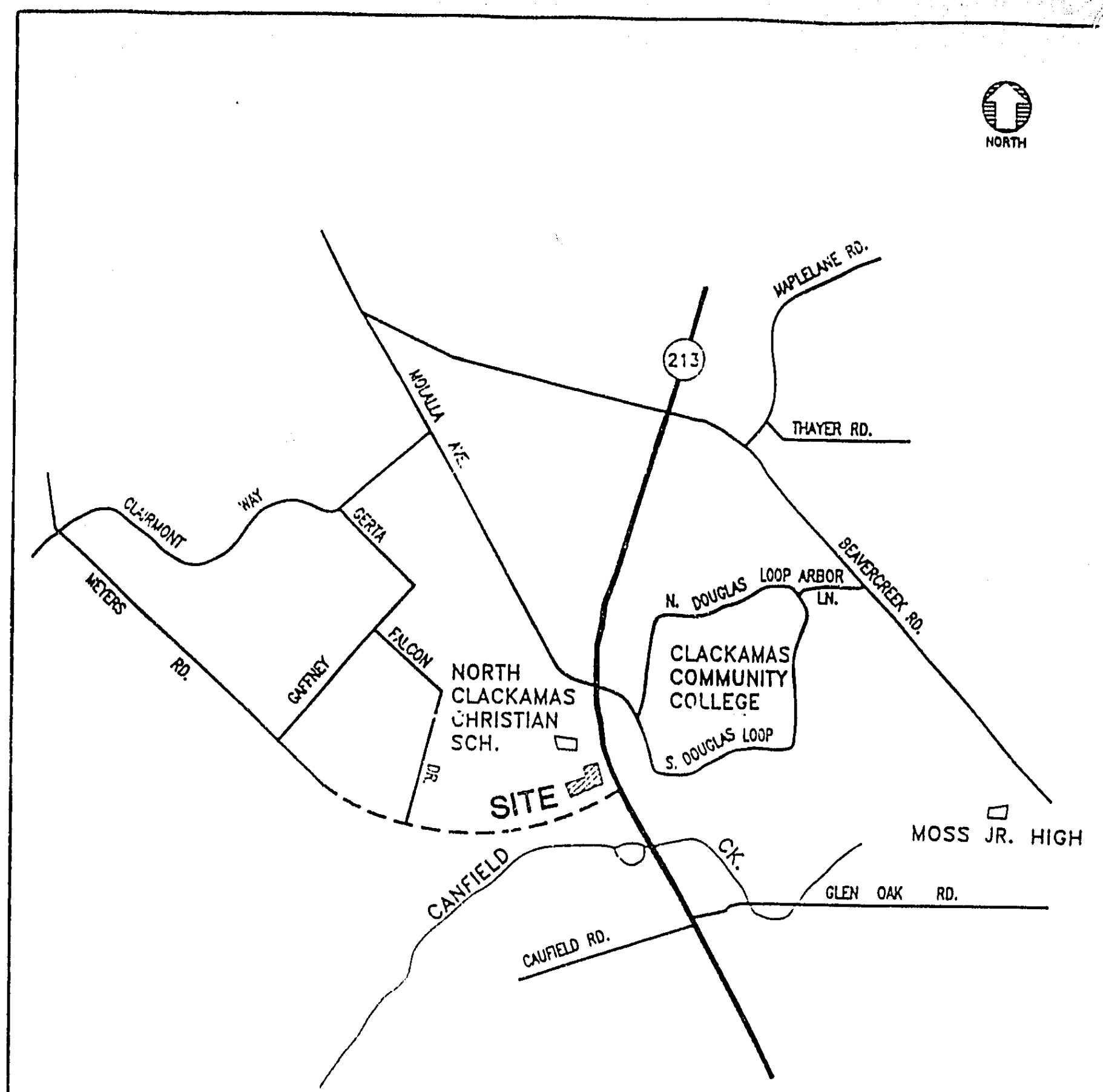
SCOPE OF REPORT

This traffic impact analysis has been prepared to analyze and evaluate traffic safety and operations associated with the proposed Meyers Road Project on Highway 213 in Oregon City, Oregon by Trace Development Corporation. The 31.92 acre site is adjacent to the west side of Highway 213 approximately 800 feet south of the intersection of Highway 213/Molalla Avenue. Figure 1 shows the vicinity map of the proposed development.

Specific traffic-related issues discussed in this report include:

- Existing land use and traffic conditions in the project area.
- Trip characteristic estimates for the proposed development.
- Site access location and operations.
- Traffic impacts on the adjacent streets, under both existing and Year 2009 traffic conditions.
- Safety considerations including accident experience, sight distance analysis, and appropriate traffic control devices.

This report has been prepared following the guidelines set forth by both the City of Oregon City and the Oregon Department of Transportation (ODOT).



SITE VICINITY MAP

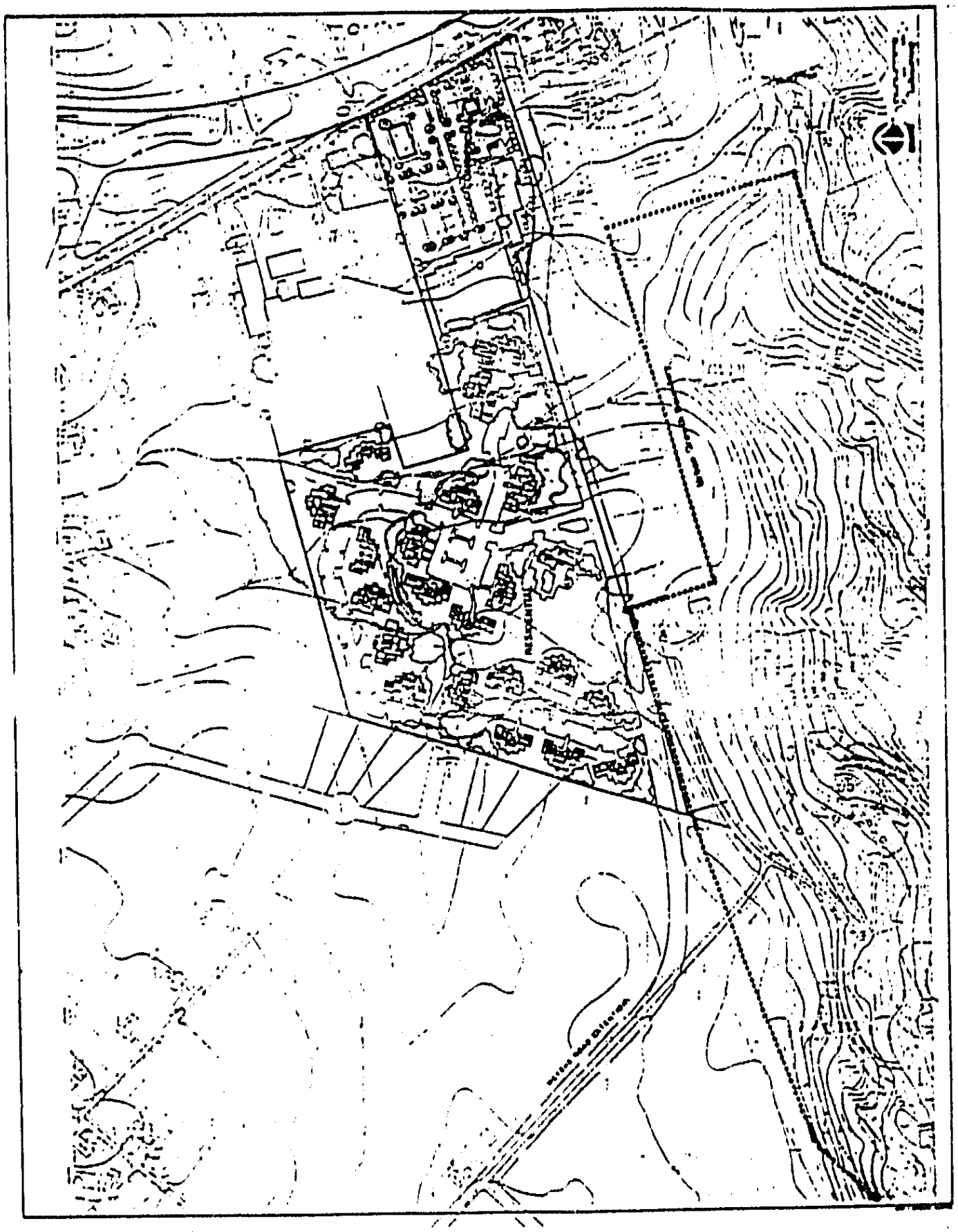
MEYERS ROAD PROJECT	Figure
October 1990	1

PROJECT DESCRIPTION

The property consists of a 31.92 acre "L" shaped parcel. The eastern border of the property is Highway 213 with the southern border being the proposed Meyers Road extension. The western border of the property abuts existing residential uses and the northern border is located adjacent to vacant land on the west and a church on the east.

For the purposes of this report, a total of 84,000 square feet of leasable commercial area and a gas station have been assumed for the site in its eastern section. The remaining (western) portion of the property is proposed to consist of 300 multi-family housing units. The general site plan is illustrated in Figure 2.

Five general use driveways are proposed to provide access to the site. One driveway is proposed on Highway 213, with the remaining four driveways proposed on Meyers Road. One additional driveway is proposed to Meyers Road; however, this will be a "Service Only" drive. The section of Meyers Road adjacent to the site, as illustrated in Figure 2, will be constructed concurrent with this development. As a result, Meyers Road will connect from Leland Road to Highway 213.



PRELIMINARY SITE PLAN

MEYERS ROAD PROJECT	Figure 2
October 1990	

PROJECT STUDY AREA

Based on the number of trips anticipated to be generated by this site, and conversations with both ODOT and Oregon City staff, the project study area was defined to include portions of Highway 213 and Meyers Road. Specific intersections evaluated in this report are listed below.

- Highway 213/Molalla Avenue
- Highway 213/Meyers Road (extension)

SUMMARY OF THE FINDINGS AND RECOMMENDATIONS

Based on the results of the impact analysis described in this report, the proposed Meyers Road Project can be developed with minimal traffic impacts on the existing and future adjacent street system traffic flow patterns. The main findings and recommendations are discussed below.

Findings

- Two access scenarios have been examined in this report. The Highway 213 Access Scenario (proposed access scheme) includes one right-in driveway from Highway 213. One commercial driveway is proposed to Meyers Road and three driveways are proposed to provide access to the multi-family housing. There is also one "service only" driveway that will provide delivery access to the commercial portion of the development. The No Highway 213 Access Scenario is similar with the exception that it has no driveway to Highway 213.

- Meyers Road from Highway 213 to the west will be constructed concurrent with this project. This will result in a connection from Leland Road to Highway 213.

- The proposed commercial portion of the site is anticipated to generate 4,880 daily trips and 360 trips during the p.m. peak hour.

- The proposed multi-family portion of the site is anticipated to generate 1,830 daily trips and 200 total trips during the p.m. peak hour.

- Accesses to the site along Meyers Road are spaced a minimum of 200 feet and a maximum of 600 feet apart. This access spacing is adequate for the functional classification of Meyers Road (Collector) and will ensure safe and efficient operations for Meyers Road traffic and ingress/egress movements to the center.

- The site will function at its optimum with a right-in driveway from Highway 213. Two commercial driveways (one from Highway 213 and one to Meyers Road) will help to disperse site traffic both on-site and off-site. In addition, operations at the Highway 213/Meyers Road intersection will be benefitted as a result of the Highway 213 right-in driveway.

- Southbound queues at the Highway 213/Meyers Road intersection will build past the right-in driveway for no more than 10 minutes out of the p.m. peak hour peak hour under existing conditions. This time will be less in the future as Highway 213 is improved.

Recommendations:

Recommended improvements are summarized below. These improvements are grouped by year and jurisdiction.

0-5 Years:

The site will likely be built in phases and has been assumed to be fully built out over the next five years.

ODOT Highway:

- Add split phasing at the Highway 213/Molalla Avenue intersection to maximize traffic operations.
- Install a traffic signal at the new Highway 213/Meyers Road intersection.
- Provide a southbound right turn lane on Highway 213 at Meyers Road.
- Provide a northbound left turn lane on Highway 213 at Meyers Road with a storage length of 250 feet to accommodate projected Year 2009 conditions.

Oregon City:

- Provide a three-lane section on Meyers Road at the Highway 213/Meyers Road intersection including an eastbound left and right turning lane and one westbound lane.

Developer:

- Construct the commercial driveway to consist of one ingress lane and two egress lanes.
- Provide an unobstructed throat length of 125 feet at the commercial driveway to Meyers Road.

- Relocate the commercial driveway to Meyers Road 100 feet to the west of its proposed location (300 feet west of Highway 213).

- Construct the right-in driveway as illustrated in Figure 21.

Year 2000 Recommendations:

ODOT Highway:

- Construct an additional eastbound right turn lane on Molalla Avenue at the intersection of Highway 213/Molalla Avenue.

- Construct Highway 213 to a full five lane section with two through lanes in each direction and a center left turn lane to the south of Meyers Road.

Year 2009 Background Recommendations:

ODOT:

- Construct an additional lane both eastbound on Molalla Avenue and westbound on the Clackamas Community College property at the Highway 213/Molalla Avenue intersection. The eastbound configuration on Molalla Avenue at the intersection should be a left, through, right and right. On the Clackamas Community College side, the configuration is recommended to be a left, through and right.

EXISTING CONDITIONS

SITE CONDITIONS AND ADJACENT LAND USES

The proposed site property currently consists of one single-family home with a few ancillary structures and vacant land. There is currently one asphalt driveway to Highway 213 along the site frontage. The western portion of the site is zoned as R-10. The eastern portion of the site is zoned for Commercial (commercial/retail) uses. Trace Development Corporation is currently applying to the City of Oregon City to change the comprehensive plan zoning designation on the western 25.5 acres from R-10 to High-Density Residential with the intent to construct 300 multi-family units. Additionally, one acre of the eastern seven acres of the property is also proposed for a land use and zone designation change to allow for development of the proposed retail center.

In the vicinity of the site, sparse residential and farm uses dominate the Highway 213 frontage. West of the site, uses include vacant land and single-family homes. To the south, sparse single-family residential and farm uses can be found. The Clackamas Community College campus is located directly east of the subject property. A church is located directly north of the site. One driveway to a residential home is located across Highway 213 just beyond the southern border of the site.

TRANSPORTATION FACILITIES

Highway 213 (Cascade Highway South) is operated and maintained by ODOT and serves as a major artery between Portland and the communities to the south and east of the Willamette River. According to the *Oregon City Comprehensive Plan* (Reference 1), Highway 213 is designated as a Major Arterial. This facility, north of the site, is typically a five lane

section with two through lanes in each direction and a continuous left turn lane. South of the site, Highway 213 is a two-lane facility. Adjacent to the northern portion of the site, Highway 213 consists of a two lane section with an 8 foot wide striped median. Towards the southern end of the site, the roadway transitions into a two-lane section. Additionally, there are 10 foot paved shoulders designated for bicycle use.

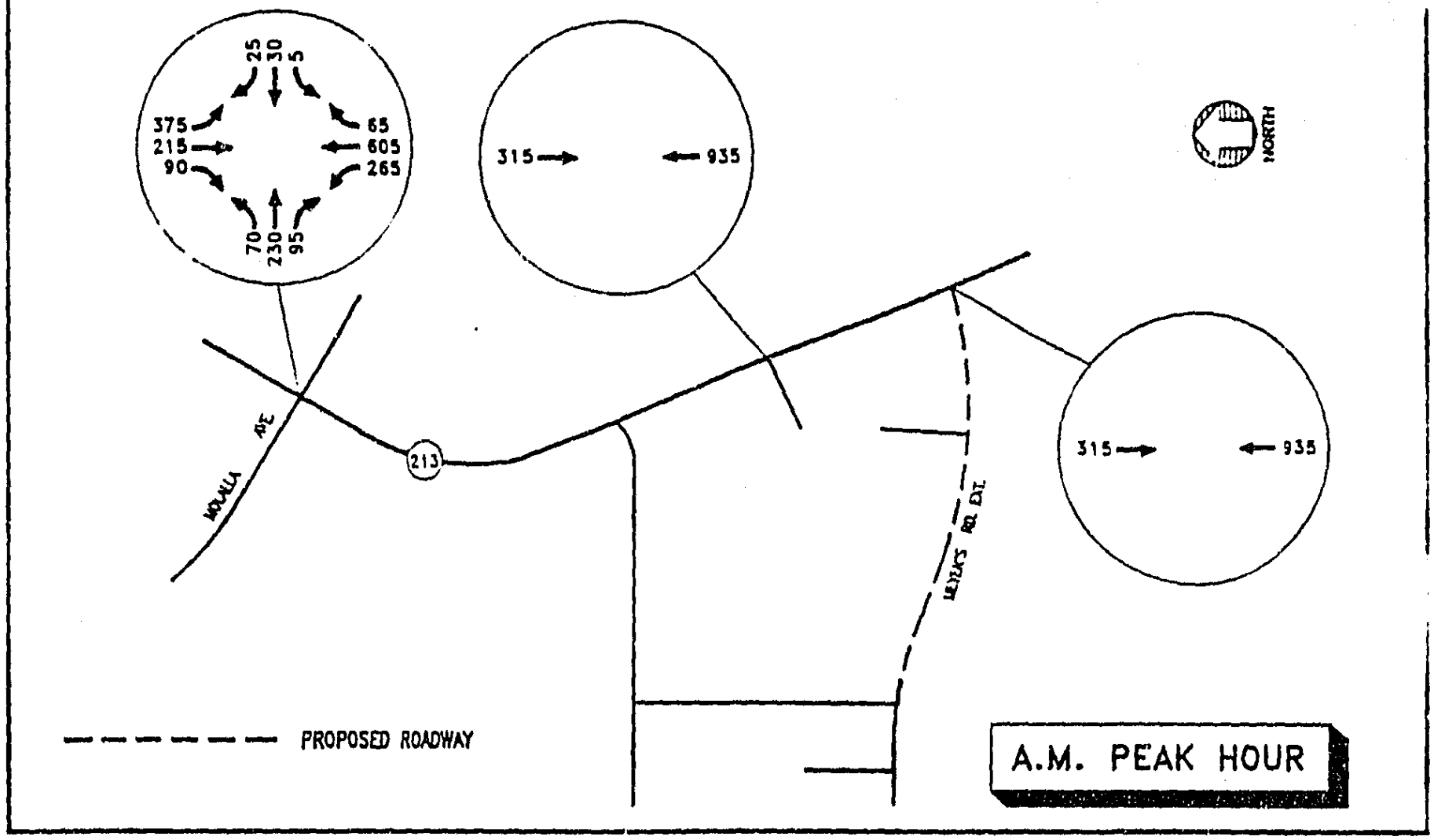
TRAFFIC VOLUMES AND INTERSECTION OPERATIONS

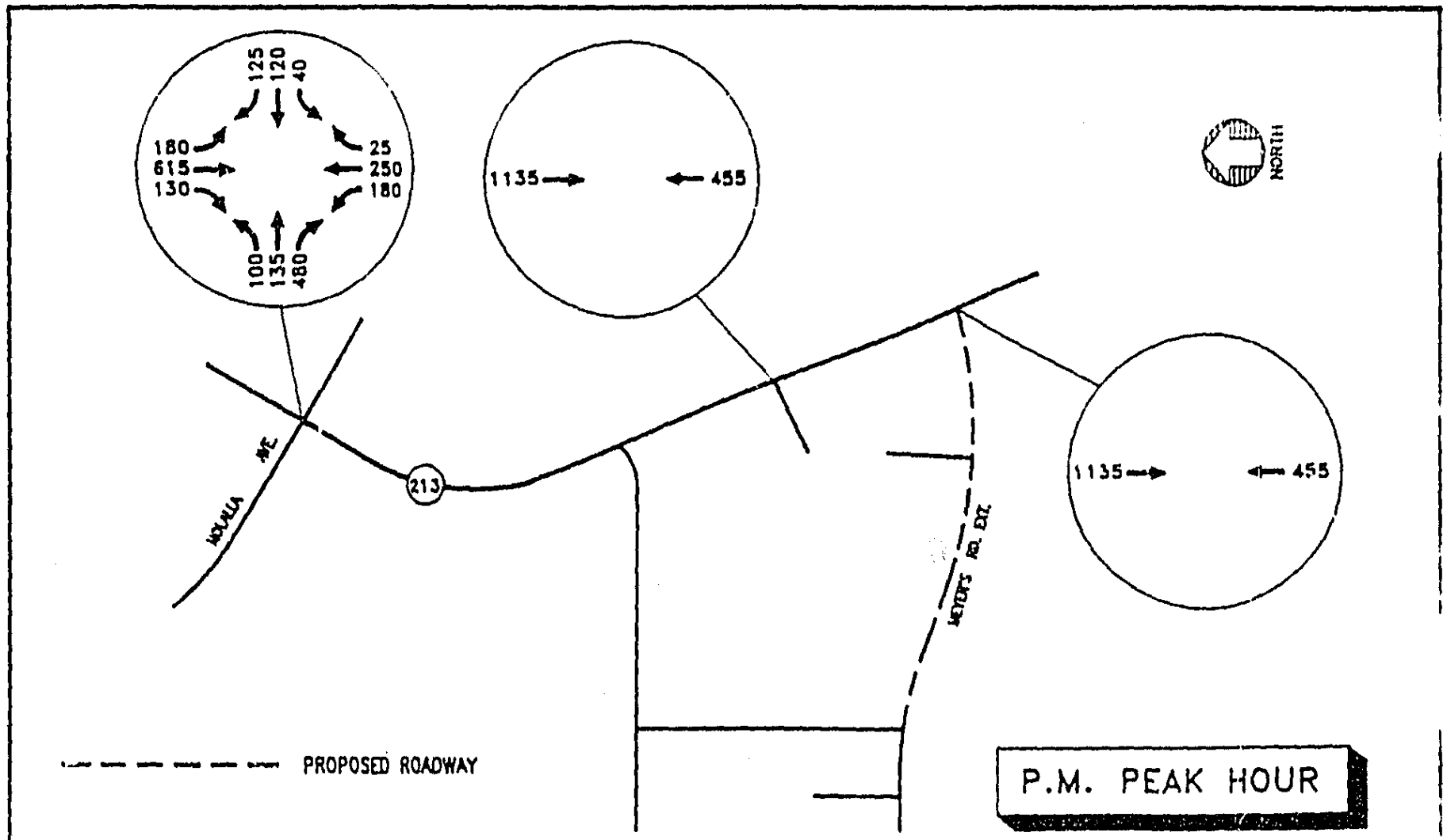
Manual traffic counts were conducted on a typical weekday in September 1990, by Kittelson and Associates, Inc. to determine the morning and evening peak hour traffic volumes at the intersection of Highway 213/Molalla Avenue.

The a.m. and p.m. peak hours for this intersection were found to be between 7:00 and 8:00 a.m. and between 5:00 and 6:00 p.m., respectively. The observed traffic volumes are illustrated in Figure 3.

LEVEL OF SERVICE

Level of Service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Recent research has determined that average stopped delay per vehicle is the best available measure of the LOS at a signalized intersection. As defined within the *1985 Highway Capacity Manual* (Reference 2), six grades are used to denote the various LOS; these six grades are described qualitatively for signalized intersections in Table 1. Additionally, Table 2 identifies the relationship between level of service and average stopped delay per vehicle. Using this definition, a "D" LOS is generally considered to represent the minimum acceptable design standard.





EXISTING TRAFFIC VOLUMES
(A.M. & P.M. PEAK HOUR)

MEYERS ROAD PROJECT	Figure
October 1990	3

435F0C

Table 1

LEVEL OF SERVICE DEFINITIONS (SIGNALIZED INTERSECTIONS)

Level of Service	Traffic Flow Characteristics
A	Very low average stopped delay, less than five seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average stop delay is in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Average stopped delay is in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average stopped delays are in the range of 25.1 to 40.0 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average stopped delays are in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average stop delay is in excess of 60 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such high delay levels.

Note: A signal cycle failure is considered to occur when one or more vehicles are forced to wait through more than one green signal indication for a particular approach.

Table 2

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Stopped Delay Per Vehicle (Sec)
A	<= 5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.0 to 60.0
F	> 60.0

Source: Transportation Research Board. *1985 Highway Capacity Manual.* Special Report 209 (1985).

For signalized intersections, LOS defines the quality of the traffic flow, but does not necessarily describe the overall design adequacy of the intersection to accommodate the traffic volumes being analyzed. As an example, a good LOS can be achieved even when the volume/capacity ratio for the intersection exceeds 1.0. Similarly, there are conditions under which a poor LOS is achieved even though the volume/capacity ratio for the intersection is well below 1.0. Therefore, all signalized intersection summary tables contained in this report provide both the calculated LOS and the calculated volume/capacity ratio for each intersection. In this way, the reader is provided with a complete description of the expected operating conditions for each signalized intersection that is analyzed.

The 1985 Highway Capacity Manual includes a methodology for calculating the LOS at two-way stop-controlled intersections. For these unsignalized intersections, LOS is defined differently than for signalized intersections in that it is based upon the concept of "Reserve Capacity" (i.e., that portion of available hourly capacity that is not used). A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table 3. A quantitative definition of LOS for an unsignalized intersection is presented in Table 4. The reserve capacity concept applies only to an individual traffic movement or to shared lane movements. Once the capacity of all the individual movements has been calculated and their LOS and expected delays determined, an overall evaluation of the intersection can be made. Normally, the movement having the worst LOS defines the overall evaluation, but this may be tempered by engineering judgement.

Past experience with this unsignalized analysis procedure indicates that the methodology is very conservative in that it tends to overestimate the magnitude of any potential problems that might exist. Therefore, the results of any unsignalized intersection analysis should be reviewed with this thought in mind. Generally, LOS "E" is considered to be acceptable for an unsignalized intersection, although it also indicates that the need for signalization should be investigated. The peak hour traffic operations, in terms of level of service, at the key

Table 3

GENERAL LEVEL OF SERVICE DESCRIPTIONS FOR UNSIGNALIZED INTERSECTIONS

LOS	General Description
A	- Average delay per vehicle ranges between 0 and 10 seconds - Nearly all drivers find freedom of operation - Very seldom is there more than one vehicle in the queue
B	- Average delay per vehicle ranges between 10 and 20 seconds - Some drivers begin to consider the delay an inconvenience - Occasionally there is more than one vehicle in the queue
C	- Average delay per vehicle ranges between 20 and 30 seconds - Many times there is more than one vehicle in the queue - Most drivers feel restricted, but not objectionably so
D	- Average delay per vehicle ranges between 30 and 40 seconds - Often there is more than one vehicle in the queue - Drivers feel quite restricted
E	- Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement - Average delay per vehicle ranges between 40 and 60 seconds - There is almost always more than one vehicle in the queue - Drivers find the delays to be approaching intolerable levels
F	- Forced flow - Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection

Table 4

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Reserve Capacity (pcph)	Level of Service	Expected Delay to Minor Street Traffic
>400	A	Little or no delay
300-399	B	Short traffic delays
200-299	C	Average traffic delays
100-199	D	Long traffic delays
0- 99	E	Very long traffic delays
*	F	*

* When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement to the intersection.

Source: Transportation Research Board. "Highway Capacity Manual". Special Report 209 (1985)

intersections, were examined in accordance with procedures described in the 1985 Highway Capacity Manual.

All LOS analyses described in this report were performed in accordance with the procedures described above. Copies of the analysis forms are contained in project files and are available for review upon request.

In order to assure that this analysis is based upon worst case conditions, the flow rates for the peak 15 minute period during the morning and morning and evening peak hours were used in the evaluation of all intersection levels of service. Thus, the analysis reflects traffic flow conditions that are only likely to occur during the peak 15 minute periods of the morning and morning and evening peak hours of each average weekday. Therefore, for the remainder of each weekday and throughout the weekends, traffic conditions within the study impact area are likely to be better than that described in this report.

Existing Traffic Operations

Table 5 summarizes the results of the existing intersection LOS calculations for the key intersections in the vicinity of the site. This table shows that the signalized intersection of Highway 213/Molalla Avenue is currently operating at an adequate LOS "D" during the a.m. and p.m. peak hours of the day. Today, Meyers Road does not connect to Highway 213.

ACCIDENT EXPERIENCE

ODOT accident records were examined for the four year period between January 1985 and December 1988 to identify potential safety problems within the project influence area. There is one intersection and a few driveways in the vicinity of the site. Figure 4 shows the number of accidents by type and year at the intersection of Highway 213/Molalla Avenue from 1986

Table 5

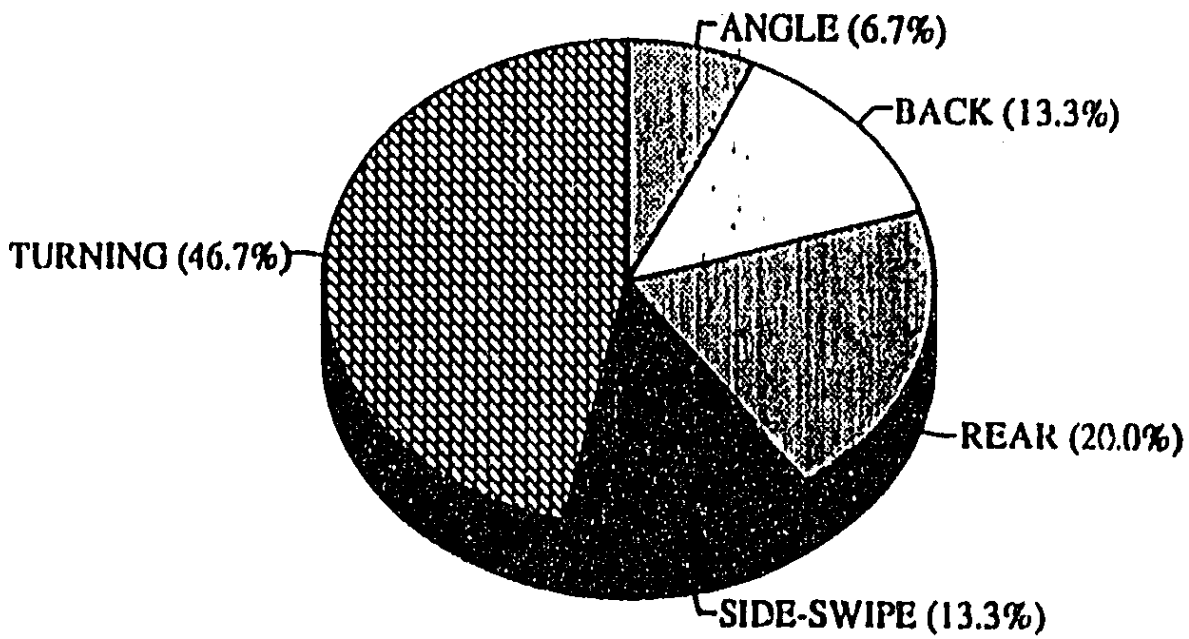
EXISTING LEVELS OF SERVICE AT KEY INTERSECTIONS
(A.M. and P.M. PEAK HOUR)

		Signalized		
Intersection		Delay	V\C	LOS
Highway 213/	AM	32	.80	D
Molalla Avenue	PM	31	.96	D

FIGURE 4

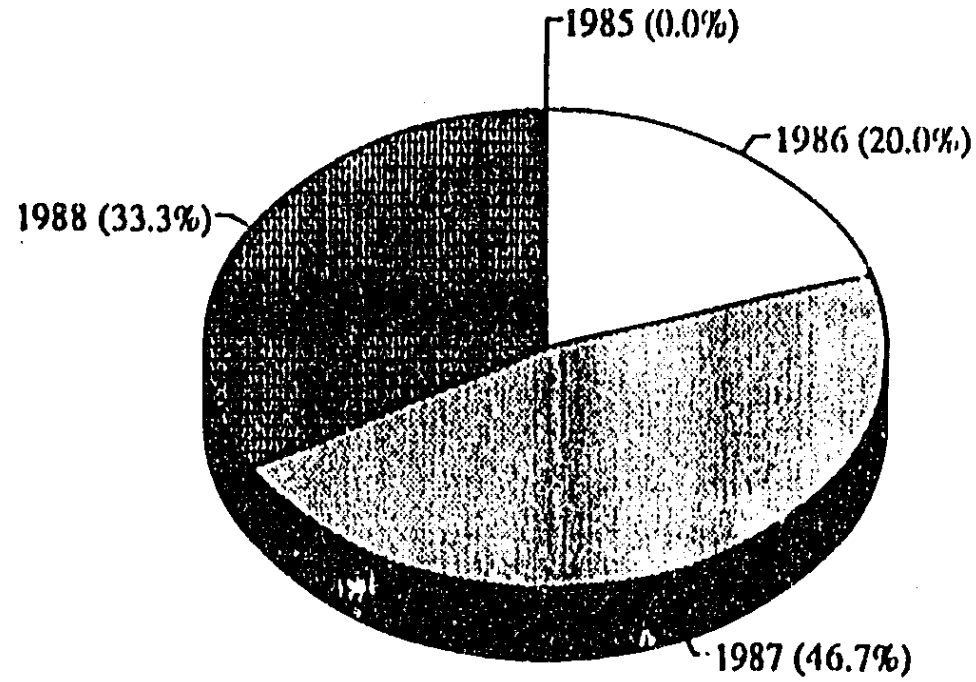
HIGHWAY 213/MOLALLA AV. ACCIDENT HISTORY

HIGHWAY 213/MOLALLA AVENUE
ACCIDENT HISTORY (1985-1988)



Total Number of Accidents: 15

HIGHWAY 213/MOLALLA AVENUE
ACCIDENT HISTORY (1985-1988)



Total Number of Accidents: 15

through 1988. The intersection did not exist in 1985. This figure shows that seven of the 15 accidents recorded over the four year period were turning movement types. Three accidents occurred in 1986, seven in 1987 and five in 1988. This represents approximately 0.5 accidents per million entering vehicles. This low accident rate indicates that there is no safety-related deficiency at this intersection.

The remaining section of Highway 213 from the Molalla Avenue intersection to south of the site experienced a total of seven accidents over the four year period from 1985 through 1988. These accidents are listed by type and are illustrated in Figure 5 for the four year period. As can be seen from this figure, over 57 percent of those accidents recorded were rear end collision, most likely due to a vehicle waiting to make a left hand turn.

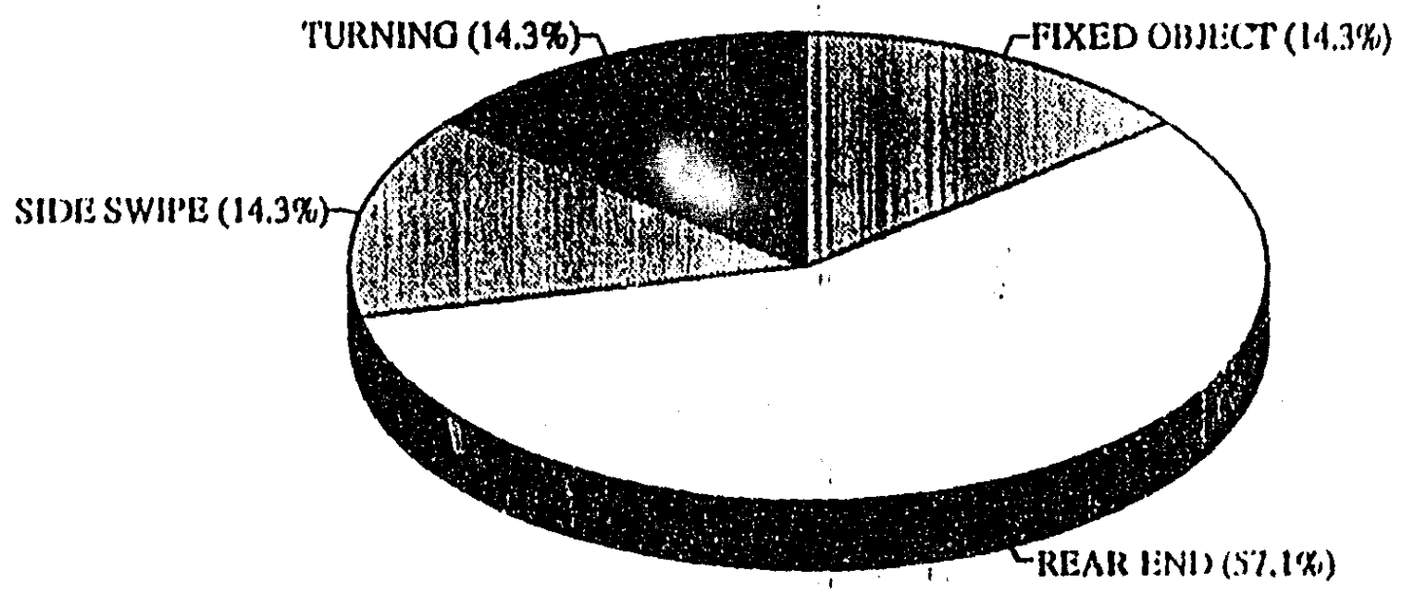
The accident rate for this 0.26 mile stretch of Highway 213 is 3.1 accidents per million vehicle miles traveled (A/MVMT). This compares favorably with 4.3 A/MVMT for sections of non-freeway primary access highways throughout Oregon.

Therefore, it is concluded that the intersections in the vicinity and this highway section does not exhibit unusual safety characteristics or deficiencies.

FIGURE 5

HIGHWAY 213 ACCIDENT HISTORY

HWY 213 - MOLALLA AV. TO SOUTH OF SITE
ACCIDENT HISTORY (1985-1988)



Total Number of Accidents: 7

PROPOSED TRANSPORTATION IMPROVEMENTS

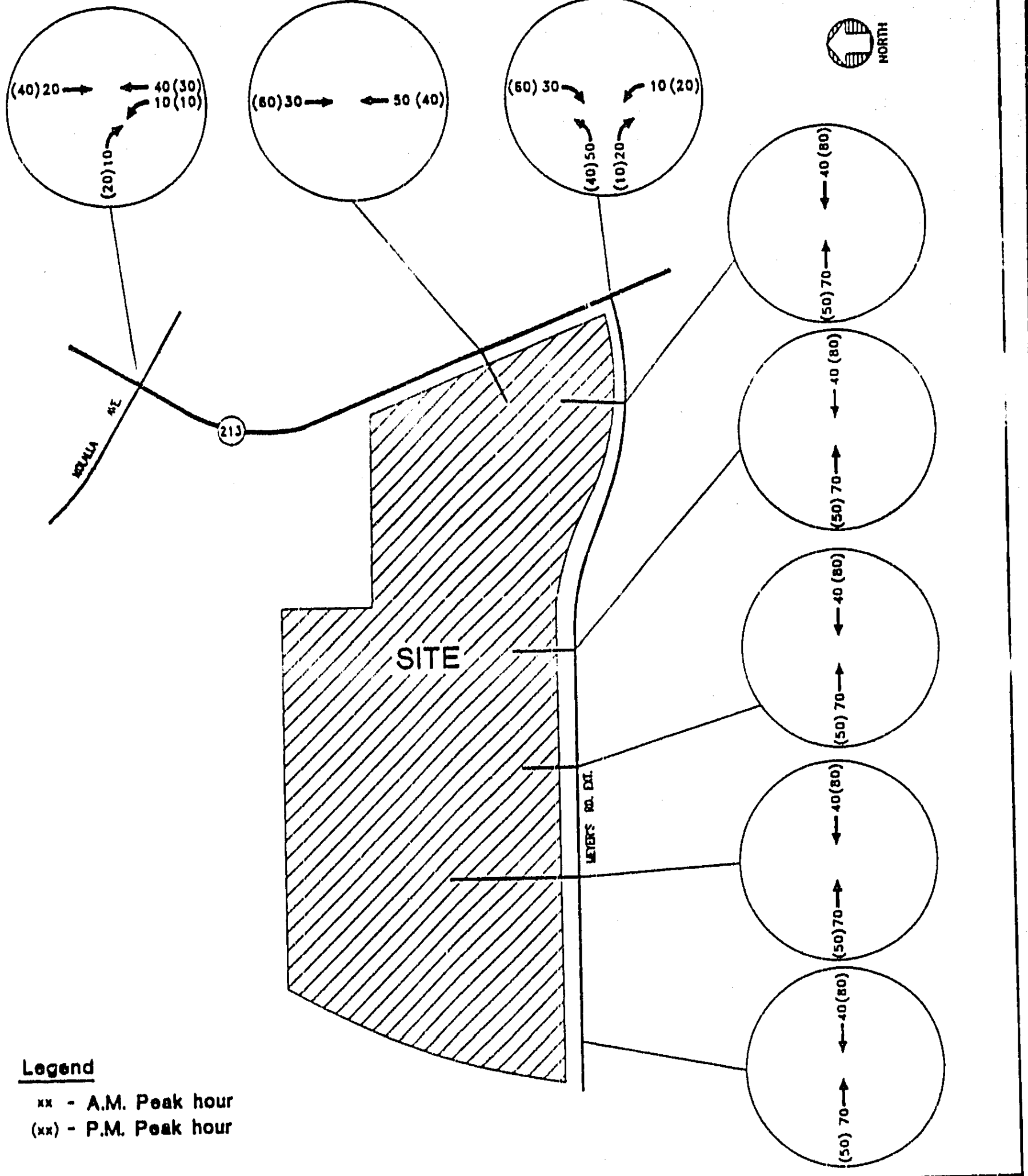
There are four major transportation improvements proposed in the area over the next 20 years by both ODOT and the City of Oregon City. One improvement in the vicinity of the site involves the extension of Meyers Road from its current termination to the northwest to Highway 213. This project will be implemented by the City of Oregon City and is proposed to be constructed at the same time as the proposed site. The new portion of Meyers Road will be designated as a collector street. Figure 6 shows the anticipated a.m. and p.m. peak hour background traffic that is anticipated to use Meyers Road when it is constructed.

The second group of projects that are recognized by ODOT as being necessary in the future on Highway 213 are summarized in a document titled *Cascade Highway (south) Transportation Improvement Study*. Recommended improvements are summarized below.

- Construct a 3-lane roadway section on Highway 213 from Clackamas Community College to Glen Oak Road in the next five years.

- Construct a 5-lane section on Highway 213 between Clackamas Community College and Greentree Drive in the next 10 - 20 years.

It is important to not that these projects are not currently part of the ODOT Six Year Plan; therefore, there is currently no schedule for implementation.



Legend

xx - A.M. Peak hour
(xx) - P.M. Peak hour

MEYERS RD BACKGROUND TRAFFIC
(A.M. & P.M. PEAK HOURS)

MEYERS ROAD PROJECT	Figure 6
October 1990	

TRAFFIC IMPACT ANALYSIS

PROPOSED ACCESS SCENARIOS

Two access scenarios have been examined for this proposed site as required by ODOT. These alternatives are described below.

The first access scenario called the *Highway 213 Access Scenario* and includes one right-in driveway from Highway 213 and four general use driveways to Meyers Road. Of these driveways, one will be for the commercial portion of the site and three for the multi-family housing. One additional access will be provided to Meyers Road; however, this access will be a "Service Only" driveway.

The second access scenario called the *No Highway 213 Access Scenario* has no access to Highway 213.

TRIP CHARACTERISTICS

The weekday a.m. and p.m. peak hour impact of traffic generated by the proposed Meyers Road Project was analyzed as follows:

- Placement and size of the proposed development was confirmed.
- The total number of trips both into and out of the site on both a daily, morning and evening peak hour basis were estimated for full development of the site.
- The regional market area and potential trip opportunities to the site were examined to obtain an estimate of likely trip distribution patterns within the study area.

- Existing background weekday a.m. and p.m. peak hour traffic volumes for streets within the study area were observed during recent manual turning movement counts by Kittelson and Associates, Inc. Year 2009 traffic volumes were estimated based on data provided by the City of Oregon City, Oregon.

- Site-generated traffic for the Meyers Road Project under full buildout were assigned to the road network utilizing the estimated trip distribution within the study area.

- Traffic demands at key intersections and on the roadway facilities within the study area were evaluated under both 1990 and Year 2009 conditions.

A detailed discussion of this methodology and the analysis results is contained in the remainder of this report.

PROPOSED DEVELOPMENT PLANS

The proposed project site is located on the west side of Highway 213 approximately 800 feet south of the intersection of Highway 213/Molalla Avenue. The property consists of a 31.92 acre "L" shaped parcel. For the purposes of this report a total of 84,000 square feet of leasable commercial area and a gas station have been assumed for the site in its eastern section. The remaining (western) portion of the property is proposed to accommodate 300 multi-family housing units. The general site plan is illustrated in Figure 2. Five driveways are proposed to provide access to the site. One right-in driveway is proposed from Highway 213. One driveway is also proposed to the commercial property and three driveways for the multi-family units. In addition, there is a "service only" driveway proposed to provide access for deliveries for the commercial portion of the site.

The section of Meyers Road illustrated in Figure 2 will be constructed concurrent with this development by the City of Oregon City. Currently, Meyers Road is designated as a future collector street by the City of Oregon City.

Since the assumed trip characteristic estimates associated with the development form the basis for the entire traffic impact analysis that follows, special care has been taken to ensure the reasonableness of these estimates. The three major components of the trip characteristic estimates examined in this study are trip generation (i.e., the number and type of vehicle trips likely to be generated by the site development), trip distribution (i.e., the directional orientation of the site-generated by the site development), and trip assignment (i.e., the specific road segments used by site-generated traffic). Each of these is discussed in the following paragraphs. Wherever practical, the assumptions used to develop the trip characteristic estimates for this study were set to result in conservatively high traffic volume estimates.

SITE GENERATED TRAFFIC VOLUMES

Estimates of total daily, morning and evening peak hour driveway volumes were calculated for the proposed residential and retail center on the basis of empirical observations at similar developments located throughout the United States. These empirical observations are summarized in a standard reference manual published by the Institute of Transportation Engineers (ITE) (Reference 3), and are supported by additional independent studies conducted by both the California Department of Transportation and the City of San Diego Engineering Department.

Analysis of Shopping Trip Types

In evaluating the traffic impacts of the proposed development on the surrounding street system, it is important to realize that for commercial developments, there are different types of vehicle trips, and that each type has a different effect on the street system. Generally, there are three basic types of trips associated with any retail/commercial development:

1. ***Drop-in Trips*** -- These retail trips already exist on the roadways that provide primary access to the new retail center and are being made for some purpose other than shopping at the proposed Meyers Road Project (for example, home-to-work). Drop-in trips do not result in any increase in background traffic volumes within the study area. In fact, the only impact of these drop-in trips occurs at the site driveway(s), where they become turning movements into and out of the proposed retail center instead of through movements. Therefore, drop-in trips have no additional effect on the road system beyond the development's driveways.

2. ***Diverted Trips*** -- These shopping trips are currently being drawn to other commercial activities that compete with the proposed retail center, but are redirected to the new store when it opens. This redirection usually occurs because of an improvement in shopping convenience and proximity for the affected drivers. Diverted trips will result in an increase in traffic volumes within the immediate vicinity of the site, but will also result in a decrease in traffic volumes at other locations within the area (i.e., in areas where they used to shop). Therefore, this component of the total generated demand causes no change in the total number of vehicle trips within the area, even though it may add to the number of trips within the immediate vicinity of the site. Another side benefit is that by diverting, these trips often cause a net reduction in total vehicle miles traveled on the areawide transportation system. This is a common sense observation, since it is difficult to imagine that many drivers would divert to a new retail center in order to travel a *greater* distance than they did previously.

3. ***New Trips*** -- These retail trips would not have been made without the existence of the proposed retail center. Therefore, this is the only trip type that results in an increase in the total number of vehicle trips made within the area. These are also the only vehicle trips that represent additional vehicle miles of travel on the areawide transportation system.

Although traffic engineers have long recognized the existence of these three different types of retail trips, until recently very little research has been conducted to determine what proportion of the total retail center-generated traffic demand can be attributed to each of these trip types. Because this issue is critical in determining the likely traffic impacts of the proposed center, Kittelson & Associates, Inc. has conducted a special analysis to better define

the probable breakdown of site-generated vehicle trips among these three categories (Reference 4).

Based on both the results of this special analysis, an engineering review of the transportation system serving the study site, and a review of typical retail drop-in rates documented in Reference 3, it was assumed for the purposes of this traffic analysis that 40 percent of all weekday morning and evening peak hour retail vehicle trips to the proposed retail center can reasonably be assumed to be drop-in trips already passing by the site. An additional 60 percent are assumed to be representative of new or diverted retail trips.

For the use of the gas station, based on other studies of travel patterns of drivers using such facilities, 70 percent of the users of gas stations are typically drop-in trips. Therefore, a drop-in rate of 70 percent was assumed for this proposed gas station.

Based on the information described above, the trip generation characteristics shown in Table 6 were estimated for the proposed residential and retail center. This table identifies the expected number of vehicle trip ends to be generated by the site for daily, morning and evening peak hour time periods. Table 6 shows that the commercial portion of the site is anticipated to generate 4,880 daily trips, 110 a.m. and 360 p.m. peak hour new commercial trips. Additionally, the multi-family uses are expected to generate 1,830 daily, 160 a.m. and 200 p.m. peak hour trips.

TRIP DISTRIBUTION AND ASSIGNMENT

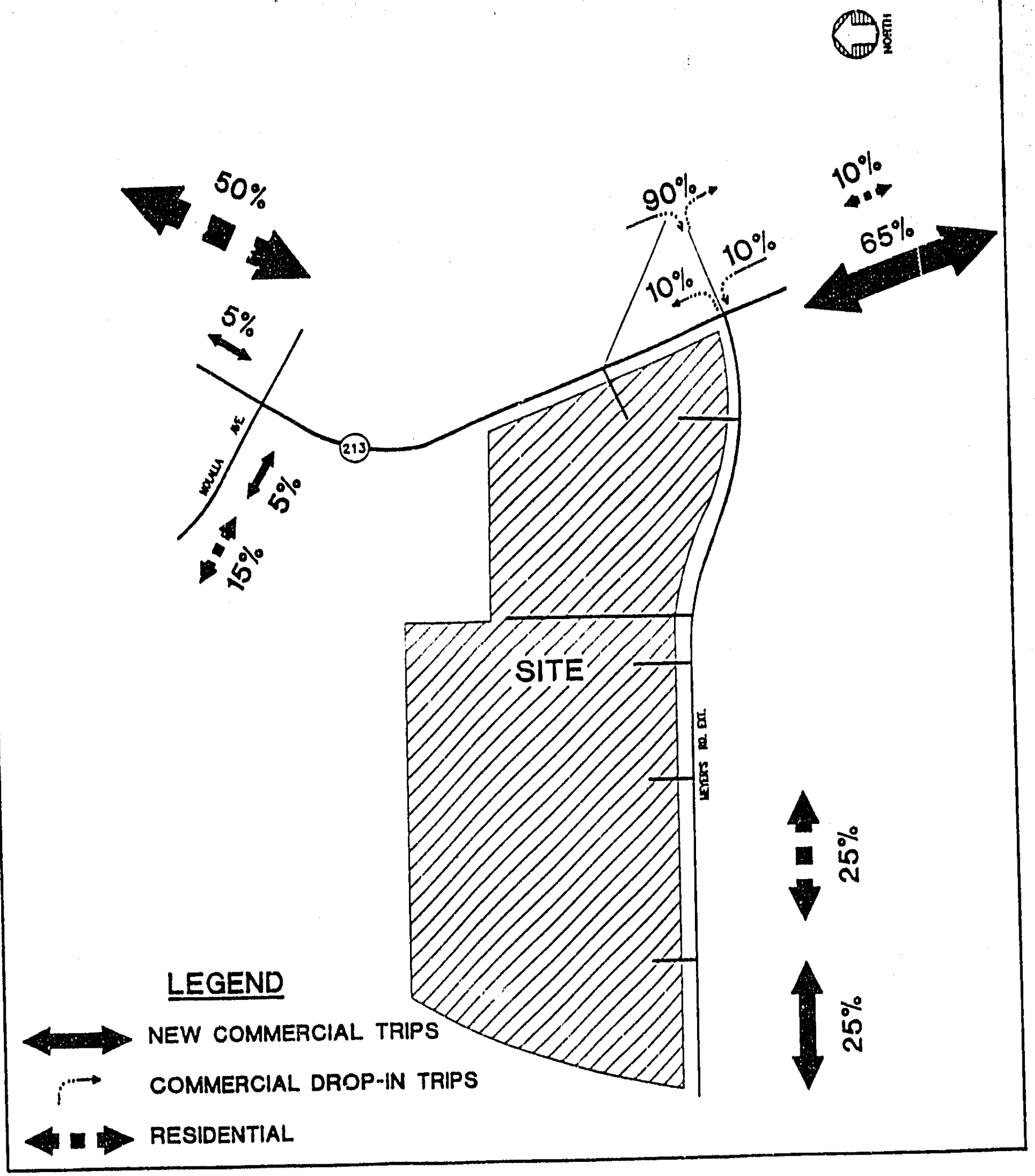
The general directional distribution of traffic from the site was estimated from a review of the market area for the commercial portion and the distribution used in the regional transportation modeling by METRO and Oregon City. The general directional distribution for the proposed site is shown in Figure 7 for both new/diverted retail trips, retail drop-in trips and multi-family trips.

Table 6

PROJECTED TRIP GENERATION FOR THE PROPOSED MEYERS ROAD PROJECT

Land Use	Size of Land Use (Units) (A)	Generated Trips (B) Daily	A.M. Peak Hour Total	A.M. In	A.M. Out	P.M. Peak Hour Total	P.M. In	P.M. Out
Shopping Center	84,000(C)	6,630	150	110	40	560	220	240
Drop-In Trips (40%)		(2,650)	(60)	(45)	(15)	(220)	(90)	(90)
Total (shopping Center)		3,980	90	65	25	330	130	150
Gas Station	4-Stations(D)	3,000	80	40	40	100	50	50
Drop-In Trips (70%)		(2,100)	(60)	(30)	(30)	(70)	(35)	(35)
Total (gas station)		900	20	10	10	30	15	15
Commercial Total (new trips)		4,880	110	75	35	360	145	155
Multi-Family	300	1,830	160	30	130	200	135	65
Grand Total (new trips)		**6,710**	**270**	**105**	**165**	**560**	**280**	**220**

Notes:
A. Units = Dwelling Units
B. Includes both inbound and outbound trips.
C. Square Feet
D. Cluster of gas pumps



DIRECTIONAL DISTRIBUTION

MEYERS ROAD PROJECT	Figure 7
October 1990	

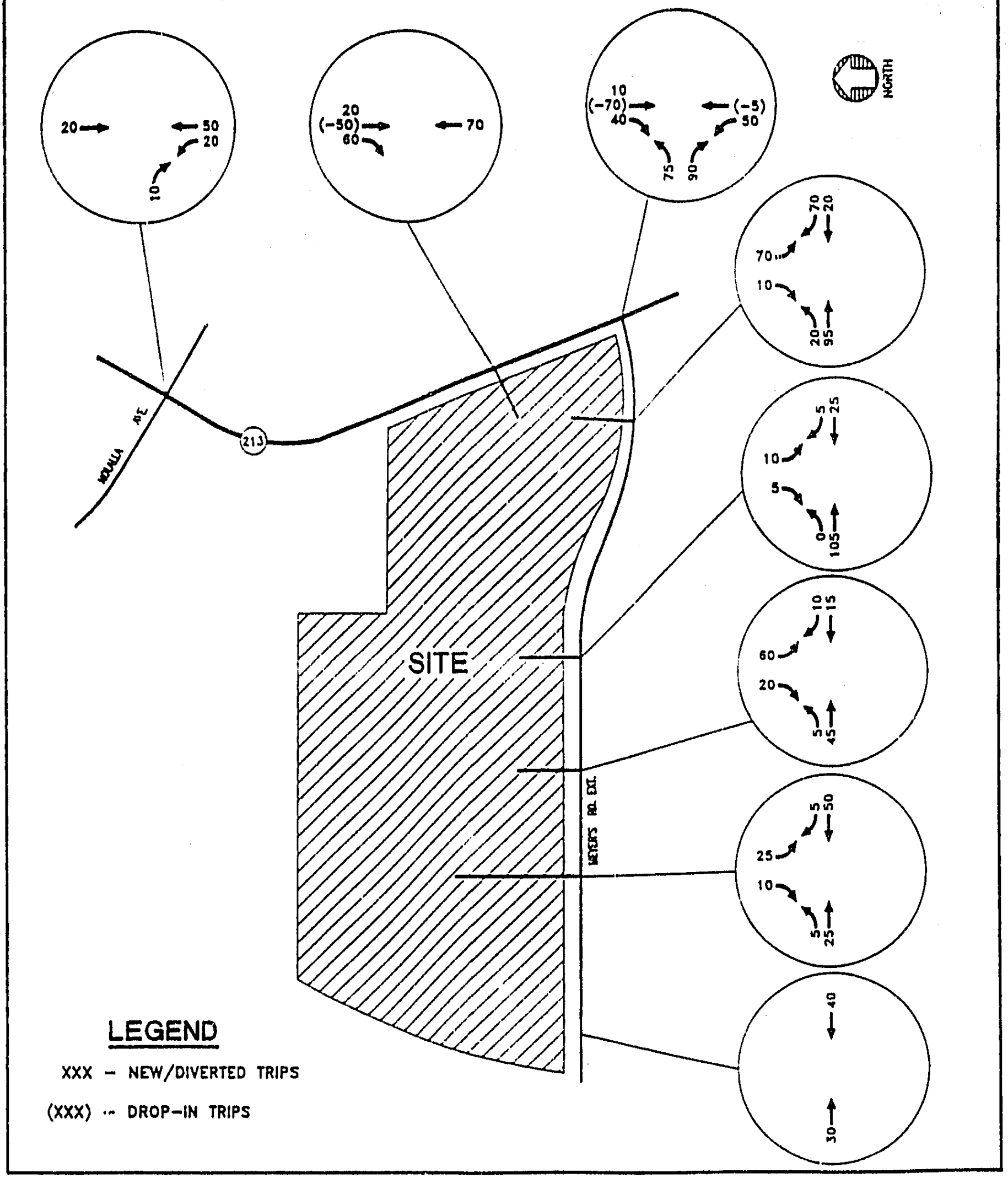
For new commercial trips (includes shopping center and gas station), the distribution of new trips is anticipated to be 65 percent from the south, 10 percent from the north and 25 percent from the west. Ninety percent of the drop-in trips are anticipated to occur as southbound trips making a right turn into the site.

For multi-family trips, 10 percent of the trips are anticipated from the south, 65 percent from the north and 25 percent from the west. It is believed that this distribution represents a best estimate for both conditions based upon the available knowledge of the existing and projected conditions.

Based on the estimated trip distribution previously discussed, the estimated number of new/diverted commercial trips, commercial drop-in trips and multi-family trips were assigned to the proposed driveways of the site and surrounding road system for both the Highway 213 Access Scenario and No Highway 213 Access Scenario. Figures 8 through 11 illustrate these volumes during both the a.m. and p.m. peak hours.

1990 TOTAL TRAFFIC VOLUMES AND OPERATIONS

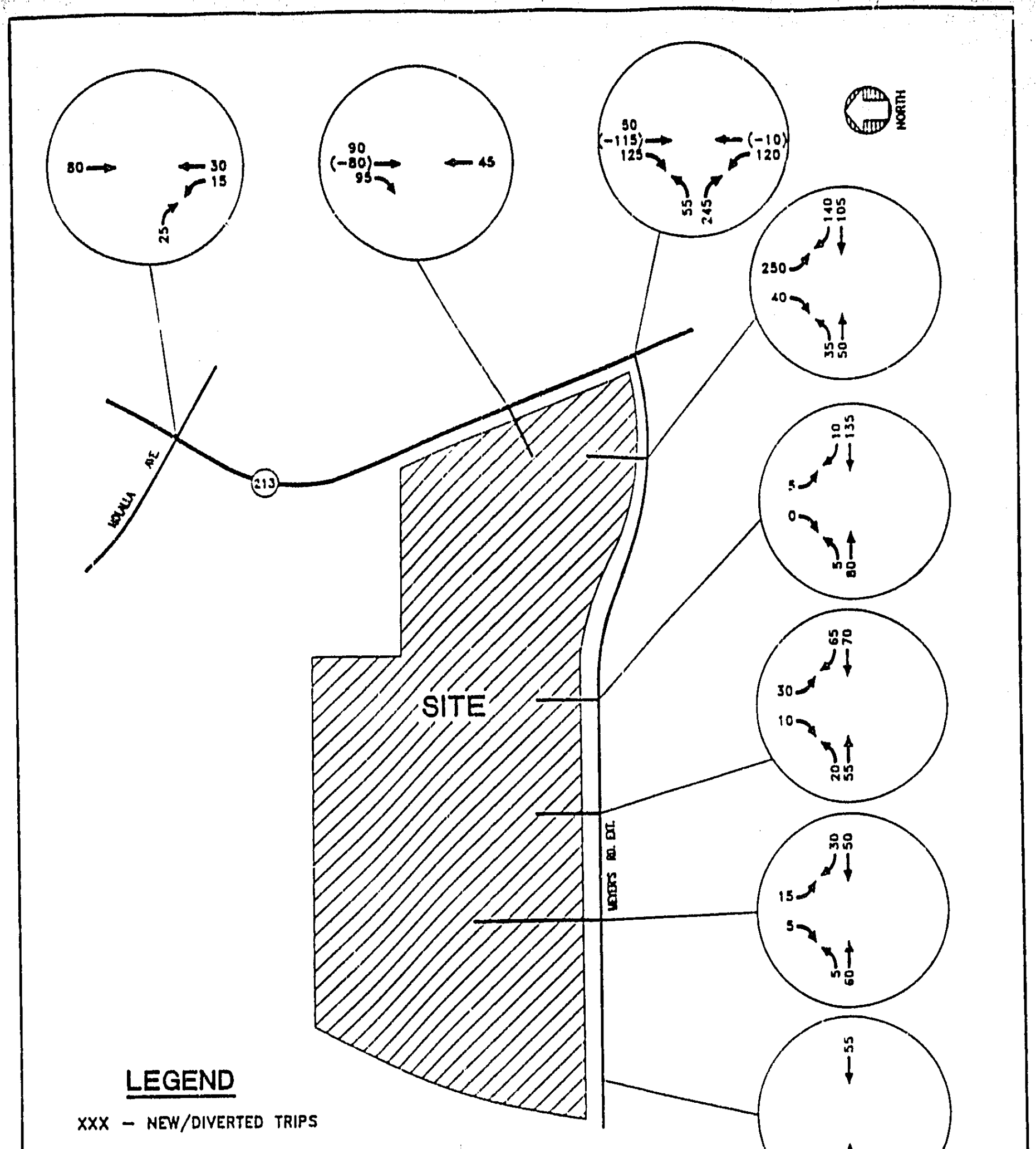
The site-generated traffic volumes illustrated in Figures 8 through 11 were combined with the existing a.m. and p.m. peak hour traffic volumes shown in Figure 3 and the background volumes for Meyers Road shown in Figure 6 to arrive at the total 1990 estimated traffic volumes for the two access scenarios. These are illustrated in Figures 12 and 13 for the Highway 213 Access Scenario and Figures 14 and 15 for the No Highway 213 Access Scenario.



SITE-GENERATED TRAFFIC (A.M.)
HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 8
October 1990	

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LEGEND

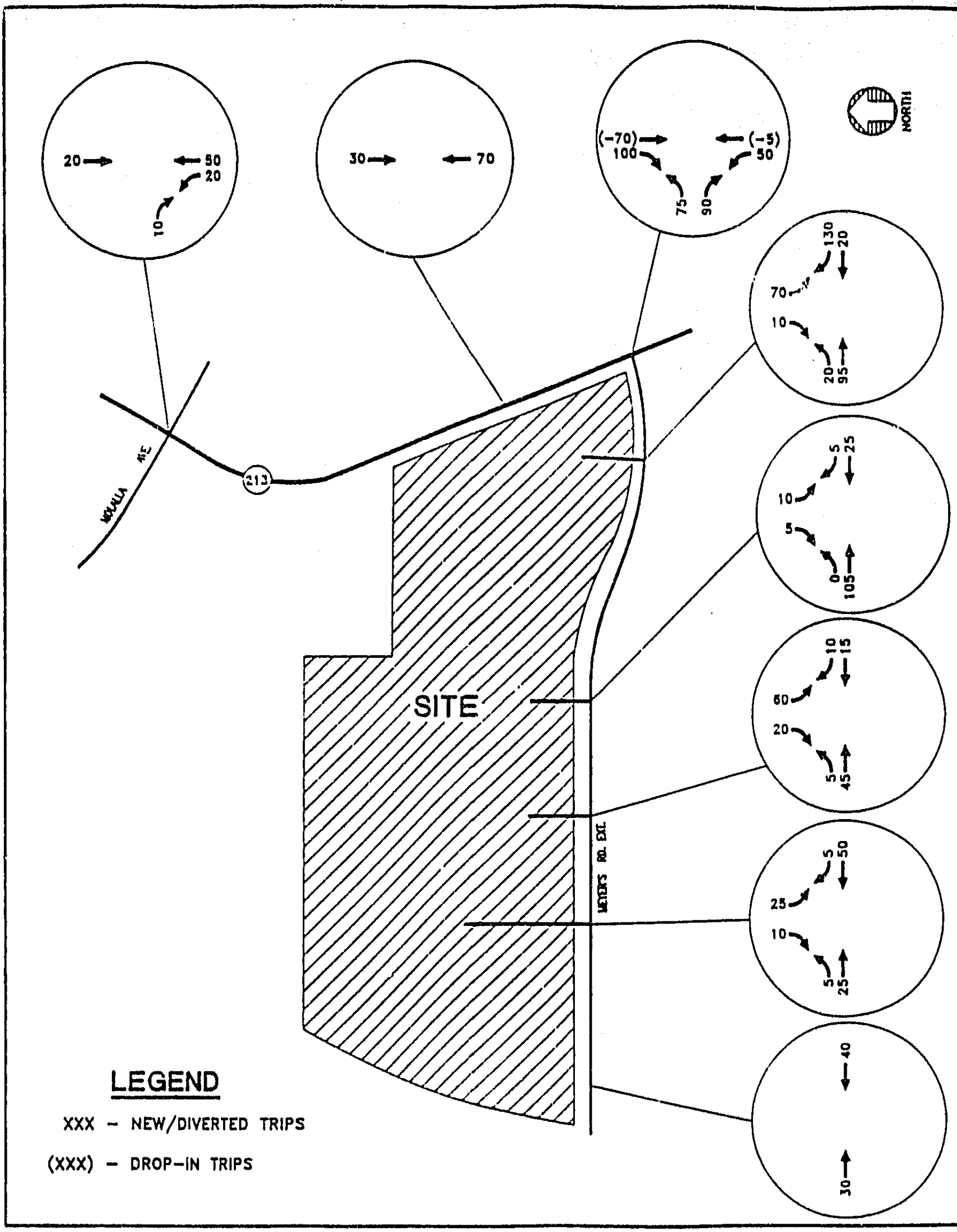
XXX – NEW/DIVERTED TRIPS

(XXX) – DROP-IN TRIPS

SITE-GENERATED TRAFFIC (P.M.)
HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 9
October 1990	

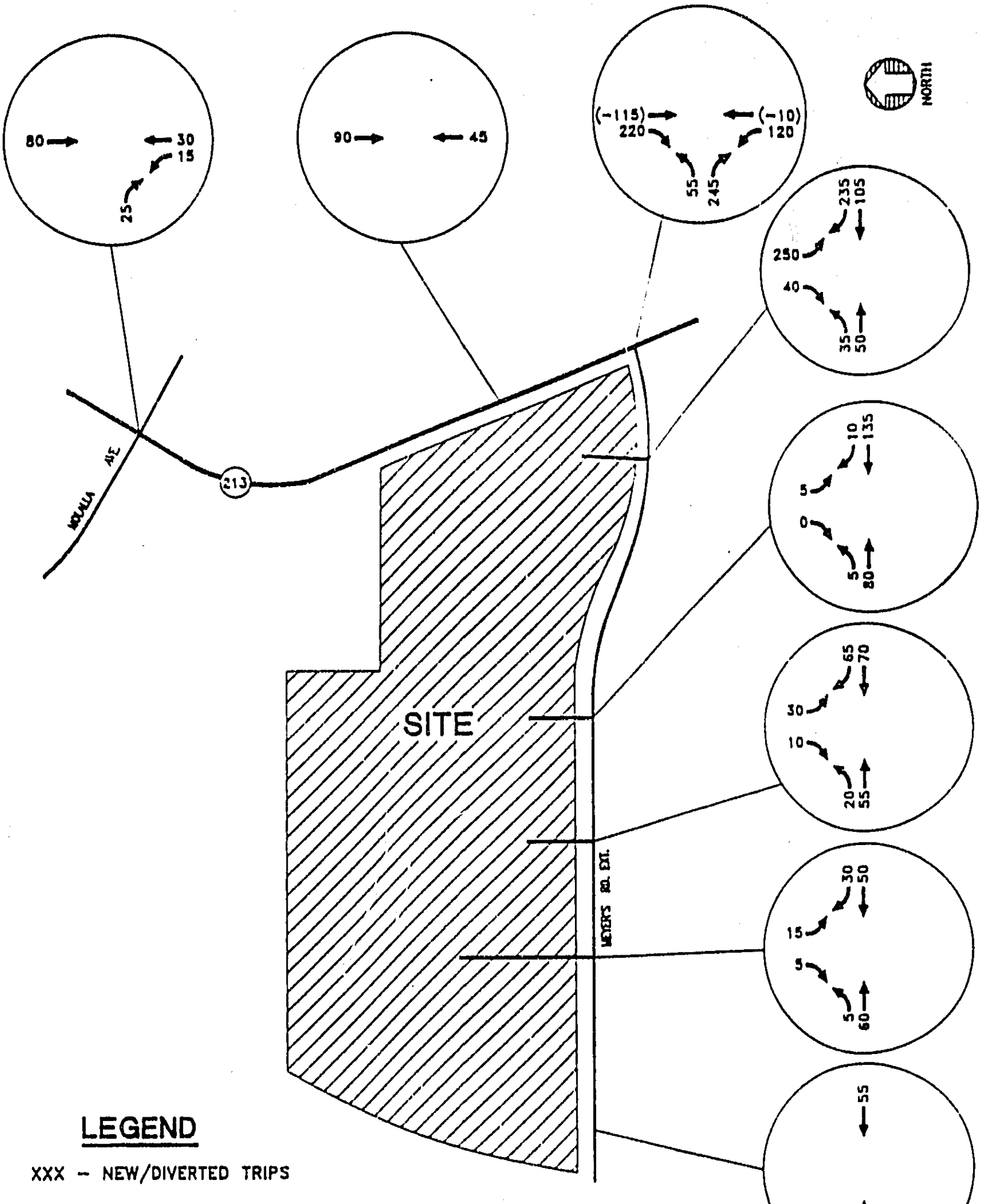
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SITE-GENERATED TRAFFIC (A.M.)
NO HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 10
October 1990	

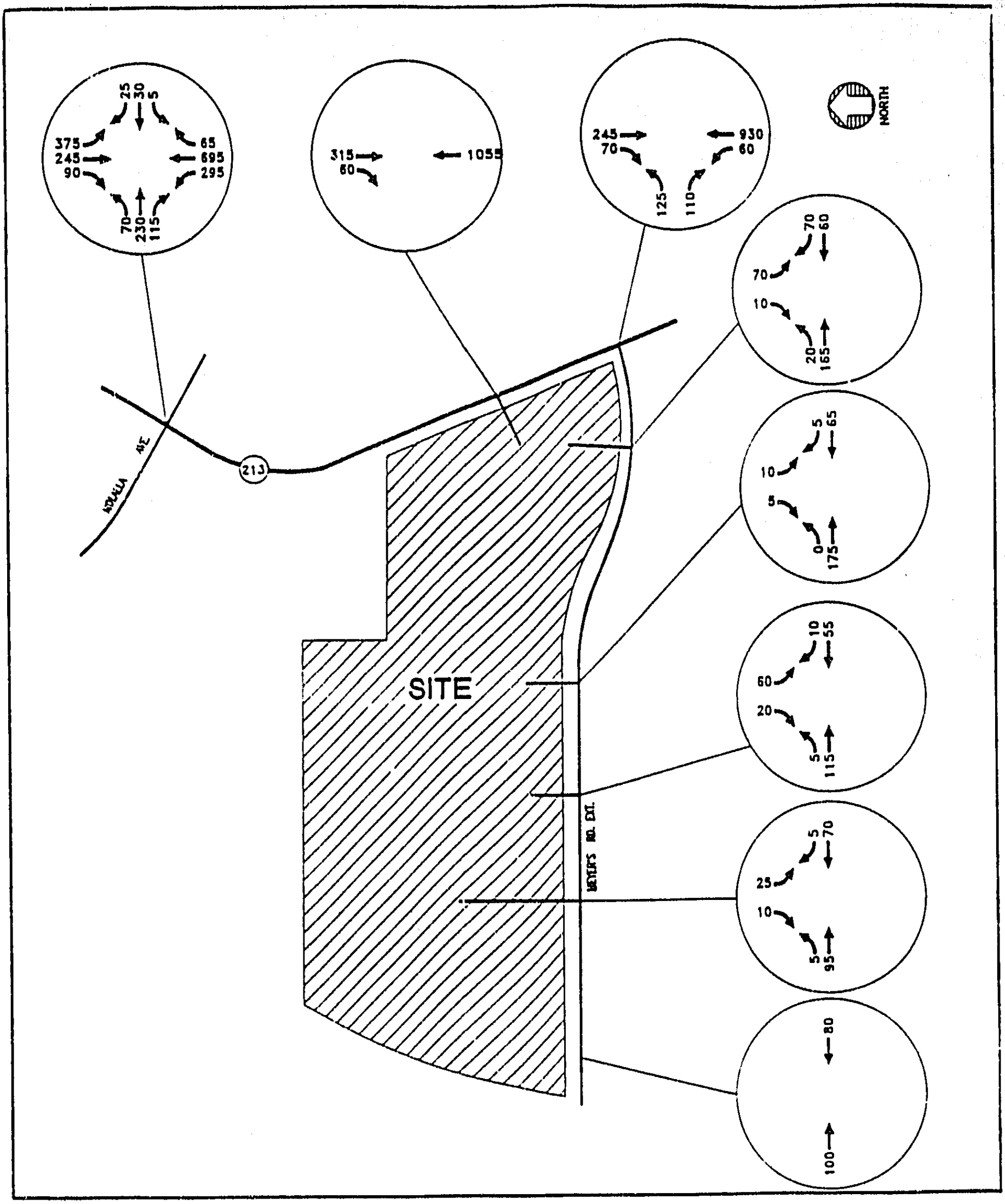
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SITE-GENERATED TRAFFIC (P.M.)
NO HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 11
October 1990	

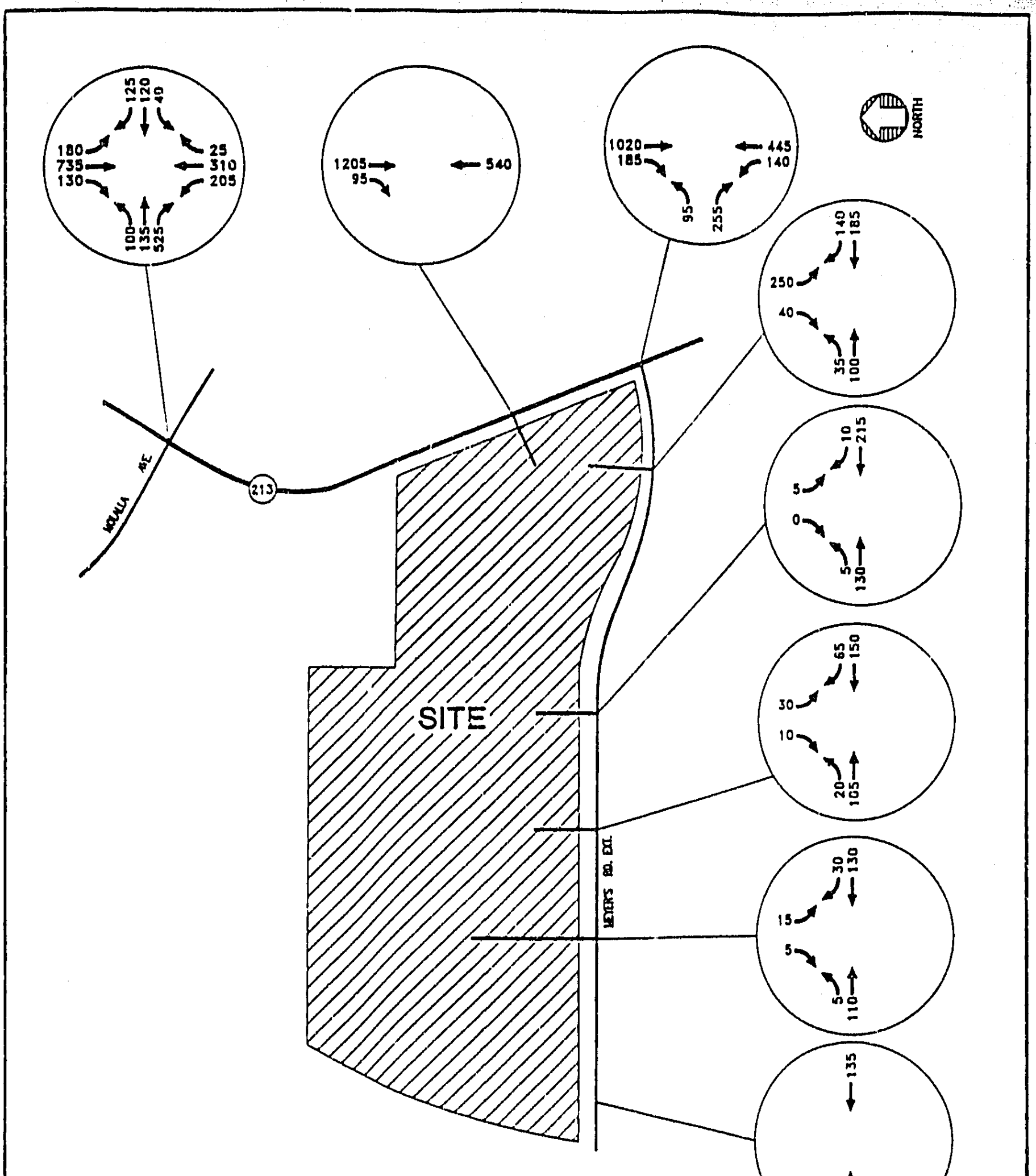
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1990 TOTAL TRAFFIC VOLUMES (A.M.)
HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 12
October 1990	

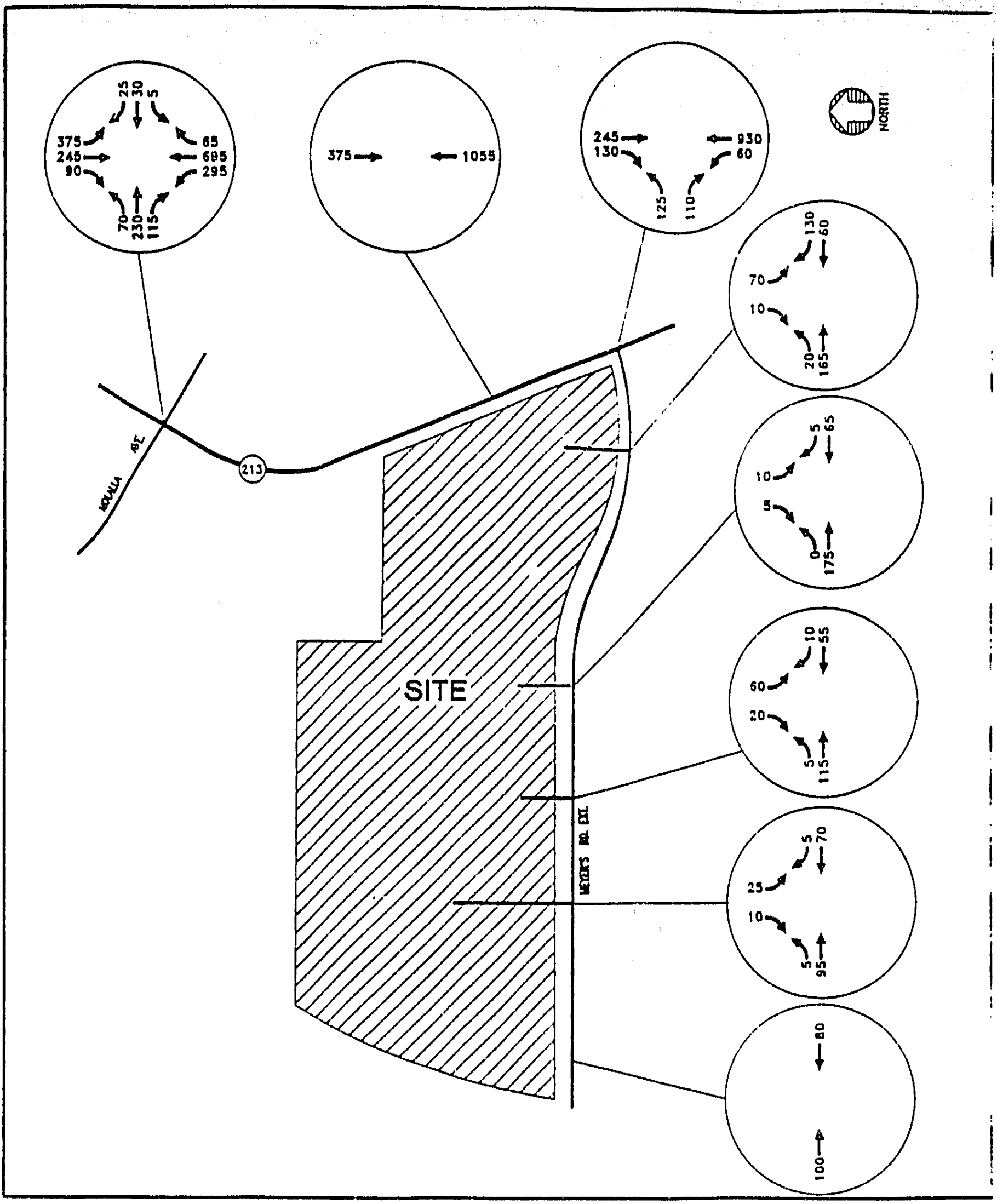
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1990 TOTAL TRAFFIC VOLUMES (P.M.)
HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 13
October 1990	

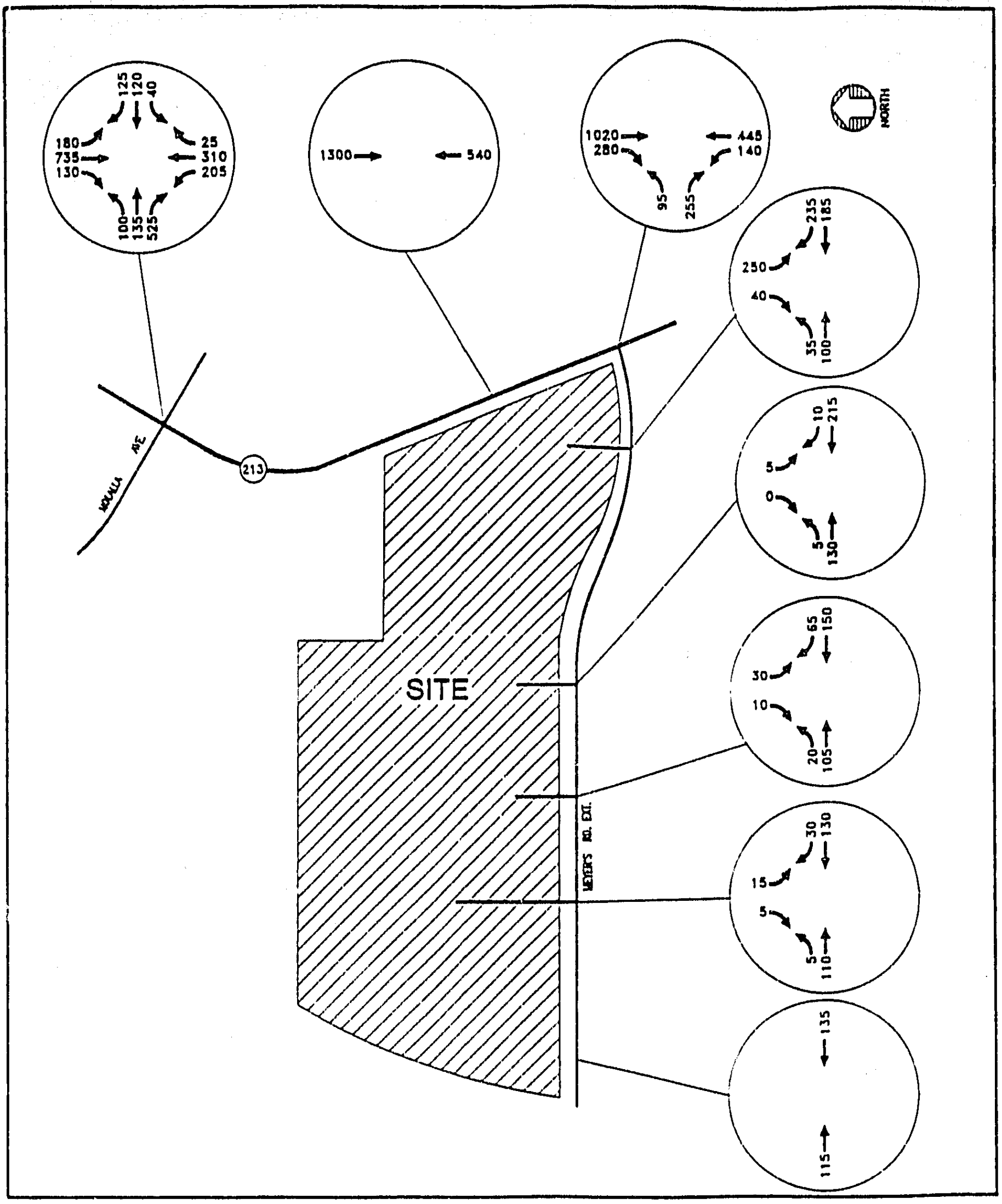
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1990 TOTAL TRAFFIC VOLUMES (A.M.)
NO HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 14
October 1990	

435F01-



1990 TOTAL TRAFFIC VOLUMES (P.M.)
NO HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 15
October 1990	

435F015

Highway 213 Access Scenario

This access scenario assumes a right-in driveway from Highway 213, and four general use access driveways adjacent to Meyers Road. Table 7 shows the results of the LOS analysis at the key intersections and driveways. All of the unsignalized intersections within the study area are expected to operate at LOS "D" or better under this access scenario. The only exception is the intersection of Highway 213/Meyers Road which, as an unsignalized intersection, would operate at LOS "F" with a reserve capacity of -60 and -50, respectively during the a.m. and p.m. peak hours of the day. Based on these findings, this intersection would require signalization. As shown in a later section, the volumes at this intersection would warrant the installation of a traffic signal. With the installation of a traffic signal, this intersection would operate at LOS "C" and "D" during the a.m. and p.m. peak periods of the day. As part of the traffic signal installation, a separate southbound right-turn lane, eastbound left and right turn lane and a separate northbound left turn lane are required to provide adequate traffic operations.

The intersection of Highway 213/Molalla Avenue is anticipated to operate at an adequate "D" LOS during the a.m. and p.m. peak hour of the day, respectively. In order to maintain acceptable operations, a minor traffic signal timing modification would be necessary. The analysis assumed split phasing for the side street to optimize operations. Today, the side street movements run during the same signal phase.

The unsignalized intersections would operate at LOS "A" with the exception of the Meyers Road/Commercial driveway which would operate at a more than adequate LOS "C" during the p.m. peak hour of the day.

Table 7

1990 LEVELS OF SERVICE AT KEY INTERSECTIONS
TOTAL TRAFFIC WITH SITE - HIGHWAY 213 ACCESS SCENARIO
(A.M & P.M. PEAK HOUR)

Intersection	Peak Hour	Signalized Delay	Signalized V\C	Signalized LOS	Unsignalized Reserve Capacity	Unsignalized LOS
Highway 213/ Molalla Avenue	AM	37	.83	D		
	PM	38	.98	D(1)		
Highway 213/ Meyers Road	AM	21	.31	C	-60	F(2)
	PM	18	.96	C(3)	-50	F
Meyers Road/ Commercial Drive	AM				>500	A
	PM				240	C
Meyers Road/ East Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ Middle Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ West Res. D/W	AM				>500	A
	PM				>500	A

1. Assumes split phasing on side street.
2. As an unsignalized intersection.
3. Assumes southbound right turn lane, eastbound separate left and right turn lane, and a northbound left turn lane with protected phasing.

No Highway 213 Access Scenario

This access scenario includes no access to Highway 213. All other driveways are the same as the previously discussed access scenario. Table 8 shows the results of the LOS analysis. Operations at the signalized intersection of Highway 213/Meyers Road are anticipated to be adequate at LOS "C" during both peak periods of the day. Operation at the Meyers Road/Commercial driveway are expected to be a LOS "A" and "C" during the a.m. and p.m. periods of the day, respectively.

ESTIMATED YEAR 2009 TRAFFIC VOLUMES AND OPERATIONS

Year 2009 traffic average daily traffic (ADT) volumes were provided by the City of Oregon City (Reference 1). Morning and evening peak hour volumes were extrapolated from the future ADT's using the proportions of existing peak hour volumes to existing ADT's. Future peak hour turning movement volumes were determined based on existing turning movement proportions.

Year 2009 Background Traffic Volumes and Intersection Operations

The Year 2009 background a.m. and p.m. peak hour traffic volumes at the key intersections are illustrated in Figure 16. The results of the key intersection LOS analyses for the Year 2009 background traffic conditions are shown in Table 9.

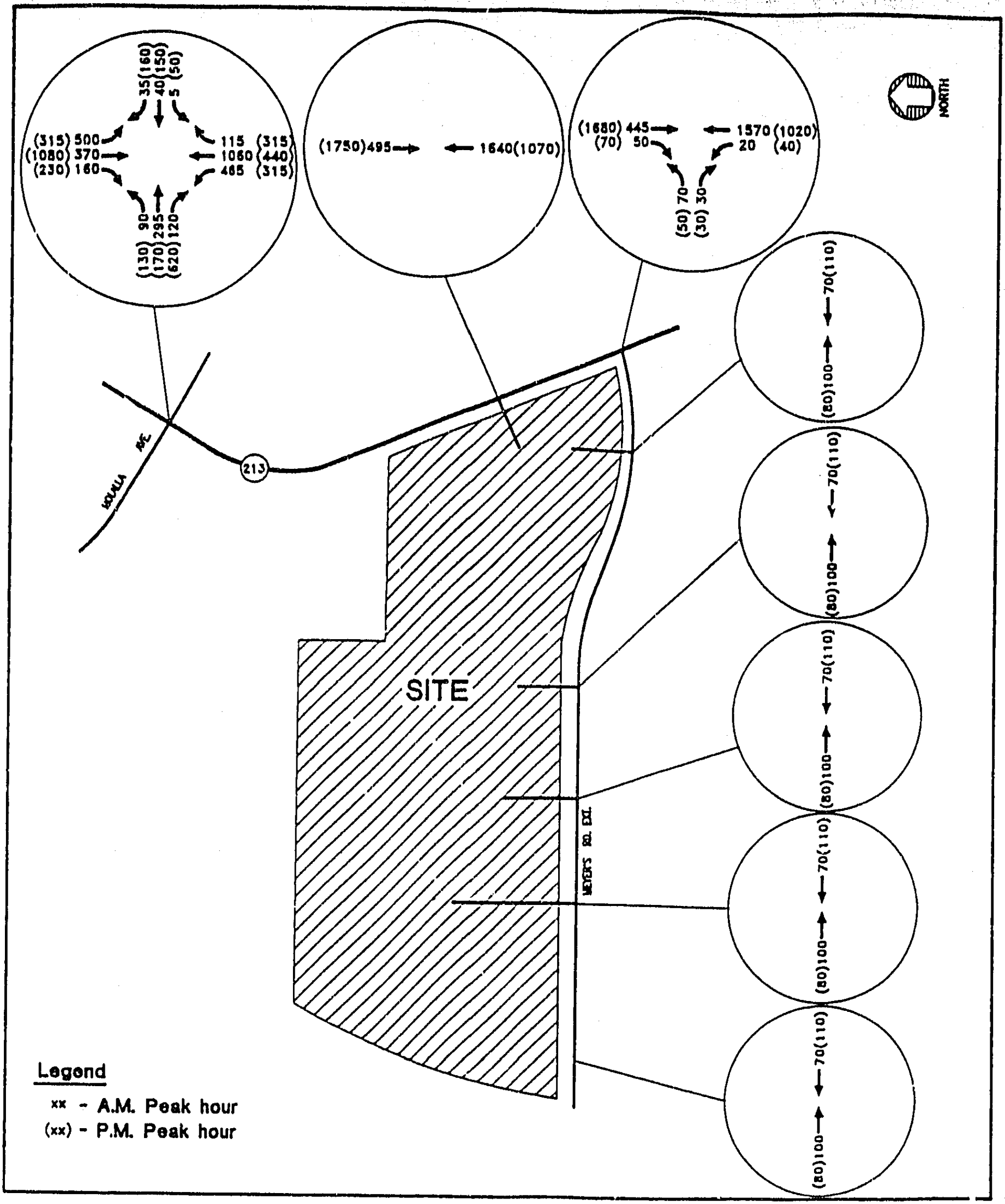
Highway 213 adjacent to Meyers Road has been assumed to consist of a five lane section with two travel lanes in each direction and a continuous center left turn lane. This is consistent with ODOT's long-range plans for this road section.

Table 8

1990 LEVELS OF SERVICE AT KEY INTERSECTIONS
TOTAL TRAFFIC WITH SITE - NO HIGHWAY 213 ACCESS SCENARIO
(AM & P.M. PEAK HOUR)

Intersection	Peak Hour	Signalized			Unsignalized	
		Delay	V\C	LOS	Reserve Capacity	LOS
Highway 213/ Molalla Avenue	AM	37	.83	D		
	PM	38	.98	D(1)		
Highway 213/ Meyers Road	AM	21	.31	C	-60	F(2)
	PM	21	.97	C(3)	-50	F
Meyers Road/ Commercial Drive	AM				>500	A
	PM				240	C
Meyers Road/ East Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ Middle Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ West Res. D/W	AM				>500	A
	PM				>500	A

1. Assumes split phasing on the side street.
2. As an unsignalized intersection.
3. Assumes southbound right turn lane, eastbound separate left and right turn lane, and a northbound left turn lane with protected phasing.



2009 BACKGROUND VOLUMES (A.M. & P.M. PEAK HOURS)

MEYERS ROAD PROJECT	Figure 16
October 1990	

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Table 9

2009 LEVELS OF SERVICE AT KEY INTERSECTIONS
BACKGROUND VOLUMES
(A.M. & P.M. PEAK HOUR)

Intersection	Peak Hour	Signalized			Unsignalized	
		Delay	V\C	LOS	Reserve Capacity	LOS
Highway 213/ Molalla Avenue(1)	AM	37	.93	D	---	---
	PM	33	.96	D		
Highway 213/ Meyers Road(2)	AM	12	.22	B	---	---
	PM	10	.62	B	---	---

1. Assumes one eastbound left turn lane, through lane and two right turn lanes. Also assumes a separate westbound left, through and right turn lane.

2. Assumes 5-lane section on Highway 213 at Meyers Road.

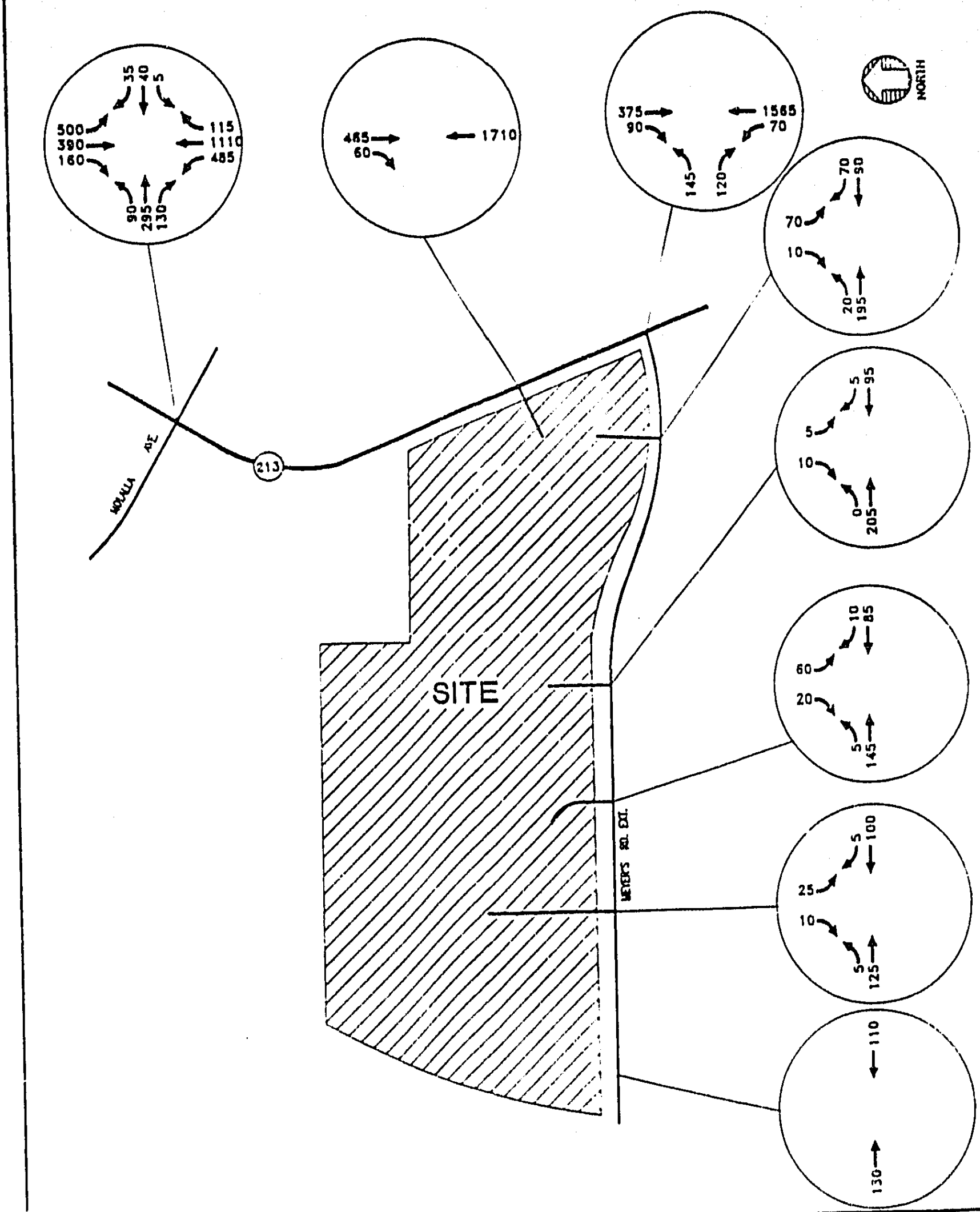
Traffic operations analysis results indicate that the 2009 peak hour operations will be adequate with a "D" LOS during both peak periods of the day at the signalized intersection of Highway 213/Molalla Avenue. As part of the Year 2009 operations, the eastbound configuration on Molalla Avenue has been assumed to consist of a separate left, through and two separate right turn lanes. Additionally, the westbound configuration at Clackamas Community College has been assumed to consist of a separate left, through, and right turn lane.

The signalized intersection at Highway 213/Meyers Road under Year 2009 conditions will operate at LOS "B" during both peak periods of the day. Highway 213 at this intersection has been assumed to consist of a five lane section with two travel lanes in each direction and a center left turn lane. Meyers Road at this intersection has been assumed to consist of a separate eastbound left and right turn lane and one westbound lane.

Year 2009 Total Traffic Volumes - Highway 213 Access Scenario

The Year 2009 total traffic volumes (background plus the Meyers Road Project) under the Highway 213 Access Scenario are shown in Figures 17 and 18 for the a.m. and p.m peak hour conditions. Table 10 lists the measures of effectiveness for the key intersections for Year 2009 conditions with full buildout of the proposed site.

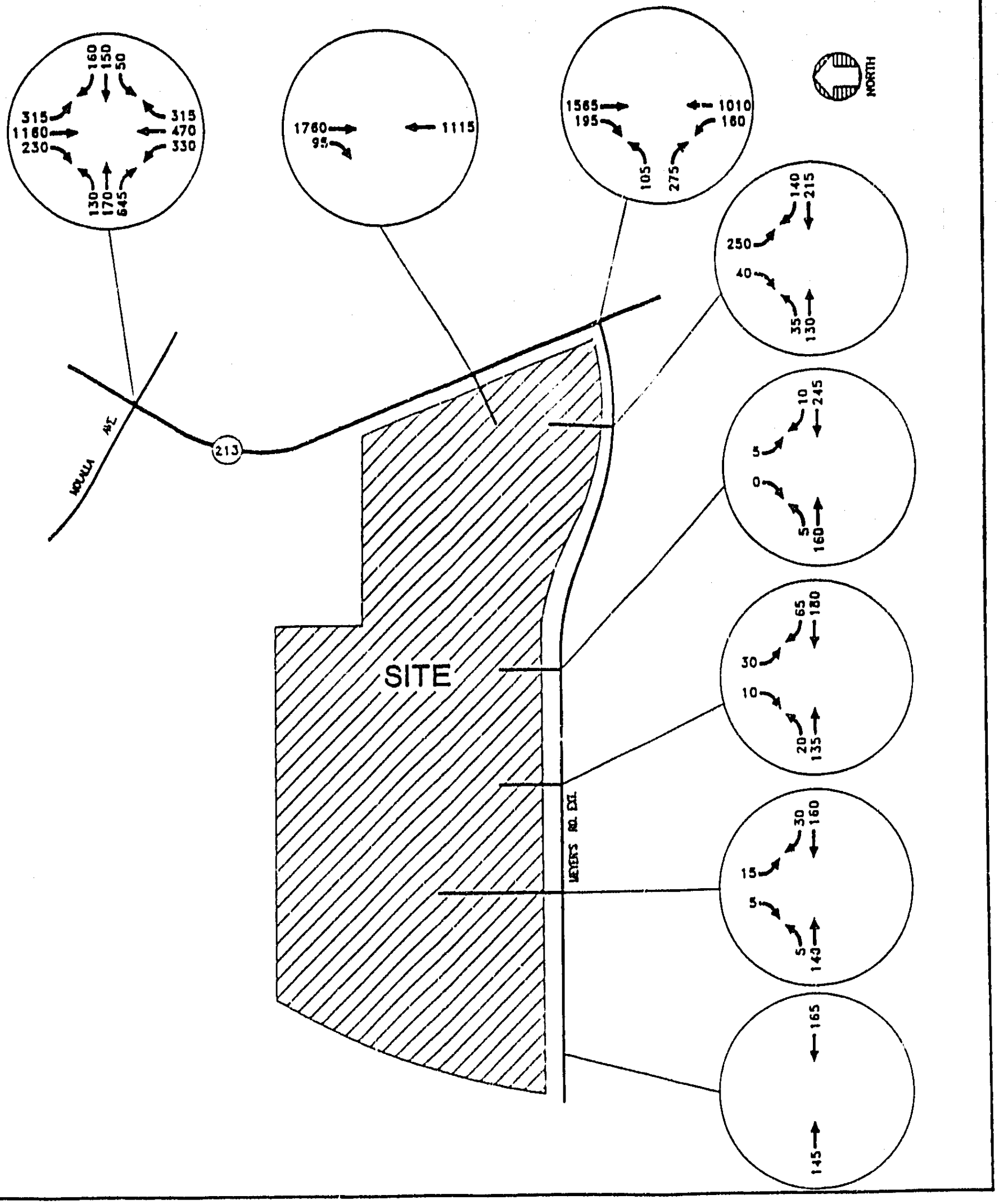
The addition of site-generated traffic at the signalized intersections of Highway 213/Molalla Avenue results in an acceptable "D" LOS during both peak periods of the day. Additionally, the signalized intersection of Highway 213/Meyers Road is anticipated to operate at LOS "C" and "B", respectively during the a.m. and p.m. peak periods of the day.



2009 TOTAL TRAFFIC VOLUMES (A.M.
HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 17
October 1990	

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2009 TOTAL TRAFFIC VOLUMES (P.M.)
HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 18
October 1990	

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Table 10

2009 LEVELS OF SERVICE AT KEY INTERSECTIONS
TOTAL TRAFFIC WITH SITE - HIGHWAY 213 ACCESS SCENARIO
(AM & PM PEAK HOUR)

		Signalized			Unsignalized	
Intersection	Peak Hour	Delay	V\C	LOS	Reserve Capacity	LOS
Highway 213/ Molalla Avenue(1)	AM	39	.96	D		
	PM	30	.99	D		
Highway 213/ Meyers Road(2)	AM	13	.32	C		
	PM	14	.92	C		
Meyers Road/ Commercial Drive	AM				>500	A
	PM				195	D
Meyers Road/ East Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ Middle Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ West Res. D/W	AM				>500	A
	PM				>500	A

1. Assumes one eastbound left turn lane, through lane and two right turn lanes. Also assumes a separate westbound left, through and right turn lane.

2. Assumes 5-lane section on Highway 213 at Meyers Road.

Year 2009 service levels at the unsignalized streets/driveways for both the commercial and residential uses adjacent to Meyers Road would be LOS "B" or better during both peak periods of the day. The unsignalized driveways to the site are anticipated to operate more than adequately at LOS "A".

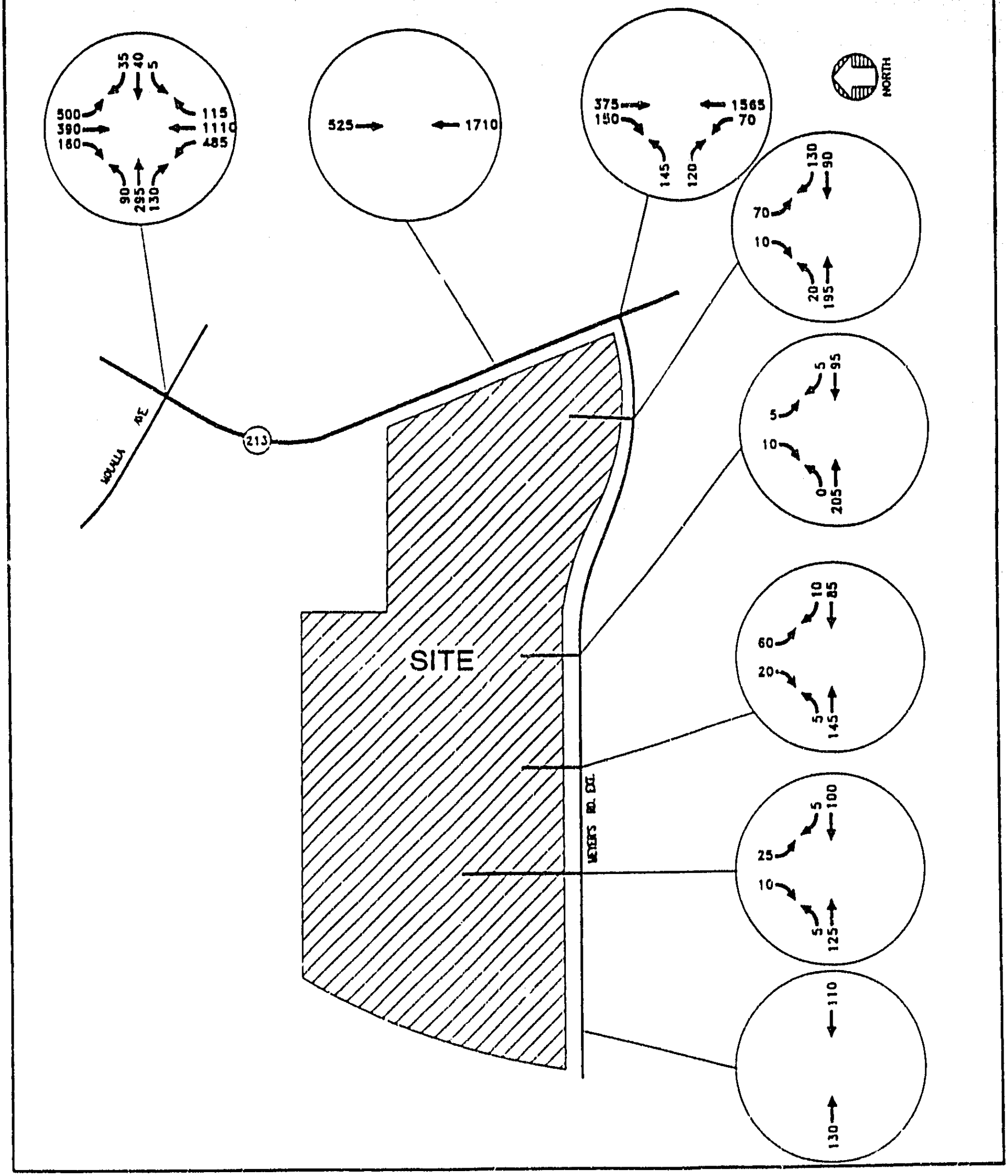
2009 Total Traffic Volumes - No Highway 213 Access Scenario

The Year 2009 total traffic volumes under the No Highway 213 Access Scenario (background plus the Meyers Road Project without right-in access from Highway 213) are shown in Figures 19 and 20 for the a.m. and p.m peak hour conditions. Table 11 lists the measures of effectiveness for the key intersections for Year 2009 conditions with full buildout of the proposed site under this access scenario. The only intersections impacted differently in this access scenario as compared with the Highway 213 Access Scenario are the Highway 213/Meyers Road and Meyers Road/Commercial Driveway intersections.

Service levels at the signalized intersection of Highway 213/Meyers Road would be LOS "B" during the a.m. and p.m. peak hours of the day. The Meyers Road/Commercial Driveway intersection is anticipated to operate at LOS "A" and "D", respectively during the a.m. and p.m. peak hour of the day.

TRAFFIC SIGNAL WARRANT ANALYSIS

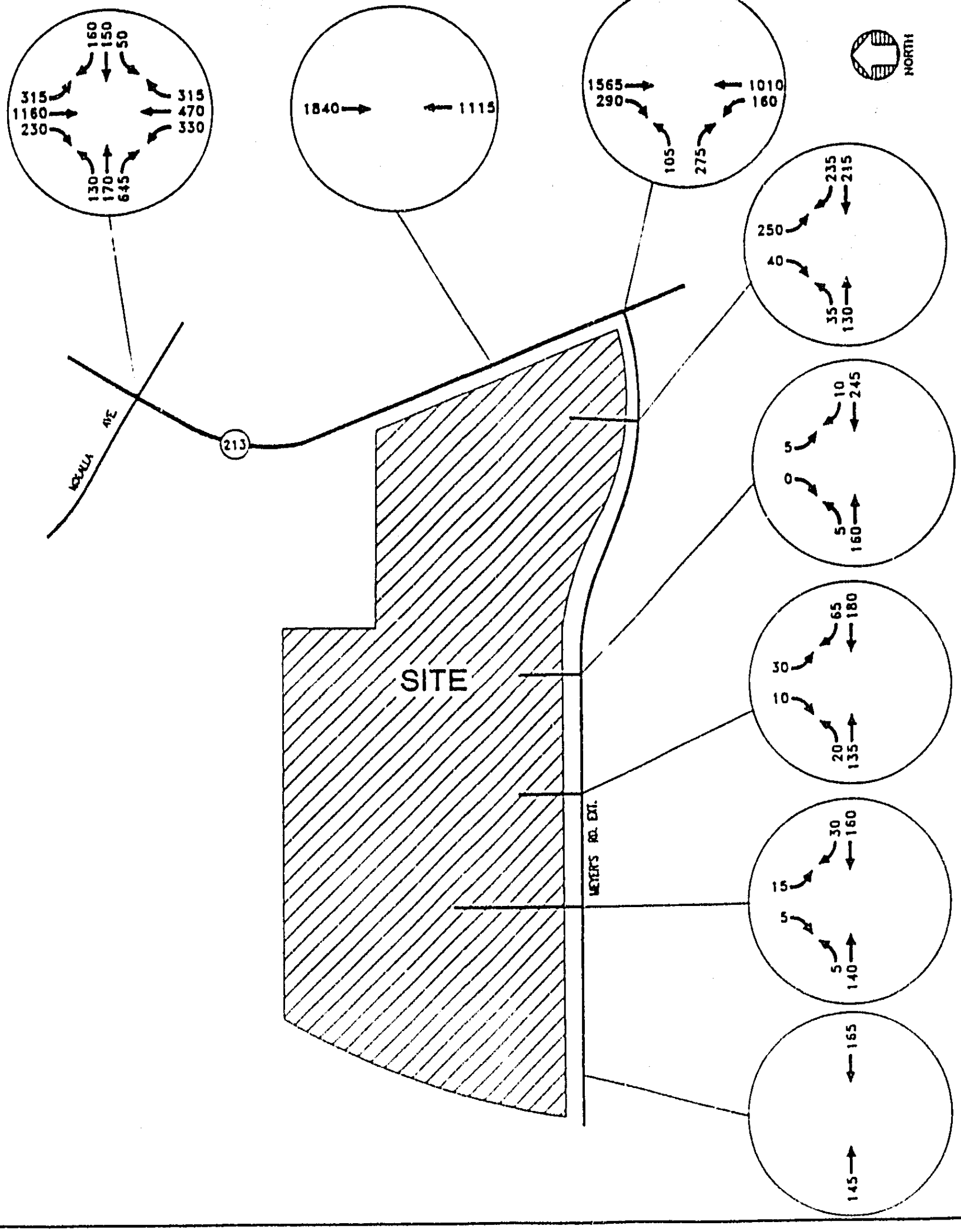
The intersection operations analyses discussed in the previous section indicated that the intersection of Highway 213/Meyers Road would operate with a poor LOS under 1990 conditions with the site. Therefore, subsequent analyses assumed this intersection to be signalized. This section presents a summary of the traffic signal warrant analysis performed for at this intersection. This analysis was completed for both access scenarios during both peak periods of the day under both 1990 and Year 2009 traffic conditions.



2009 TOTAL TRAFFIC VOLUMES (A.M.)
NO HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 19
October 1990	

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2009 TOTAL TRAFFIC VOLUMES (P.M.)
NO HIGHWAY 213 ACCESS SCENARIO

MEYERS ROAD PROJECT	Figure 20
October 1990	

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Table 11

2009 LEVELS OF SERVICE AT KEY INTERSECTIONS
TOTAL TRAFFIC WITH SITE - NO HIGHWAY 213 ACCESS SCENARIO
(A.M. & P.M. PEAK HOUR)

		Signalized			Unsignalized	
Intersection	Peak Hour	Delay	V\C	LOS	Reserve Capacity	LOS
Highway 213/ Molalla Avenue(1)	AM	39	.96	D		
	PM	30	.99	D		
Highway 213/ Meyers Road(2)	AM	13	.32	C		
	PM	14	.92	C		
Meyers Road/ Commercial Drive	AM				>500	A
	PM				195	D
Meyers Road/ East Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ Middle Res. D/W	AM				>500	A
	PM				>500	A
Meyers Road/ West Res. D/W	AM				>500	A
	PM				>500	A

1. Assumes one eastbound left turn lane, through lane and two right turn lanes. Also assumes a separate westbound left, through and right turn lane.

2. Assumes 5-lane section on Highway 213 at Meyers Road.

The Minimum Vehicular Volume Warrant (Warrant 1 as described in Reference 5) and the Interruption of Continuous Flow Warrant (Warrant 2) are both based on the eighth highest hour conditions. The eighth highest traffic hour on Highway 213 and surrounding streets is estimated to be 70 percent of the peak hour traffic volumes. The use of 70 percent of the morning and evening peak hour as the eighth highest hour of the average day is supported by numerous observations on arterial streets within the Portland metropolitan area. Additionally, the Peak Hour Volume Warrant (Warrant 11) was examined for this analysis. The peak hour warrant explores the need for a traffic signal under peak hour traffic conditions.

The results of the traffic signal warrant analysis are presented in Table 12 for the intersection under 1990 conditions, Year 2009 background and Year 2009 total traffic including the site for the Highway 213 Access scenario. Warrants numbers 2 and 11 are satisfied under 1990 conditions with the Meyers Road Project. No warrants are satisfied under Year 2009 conditions. Warrants numbers 1, 2 and 11 are satisfied under Year 2009 conditions with the proposed site.

Additionally, Table 13 shows the results of a traffic signal warrant analysis for the No Highway 213 Access Scenario under 1990 and Year 2009 conditions with the addition of the Meyers Road Project. Results of this analysis indicate that signalization is warranted under all three warrants for both horizon years.

Table 12
TRAFFIC SIGNAL WARRANT ANALYSIS
HIGHWAY 213/MEYERS ROAD
HIGHWAY 213 ACCESS SCENARIO

Name of Warrant	Time Period	Warrant Volume Major Street	Warrant Volume Minor Street	Projected Volume Major Street	Projected Volume Minor Street	Warrant Met ?
1990 Total Volumes(Existing + Site)						
Warrant #1: Minimum Vehicular Volume		420	140	1,280	155	No
Warrant #2: Interruption of Continuous Flow		630	70	1,280	155	Yes
Warrant #11: Peak Hour Volume	A.M.	1,330	160	1,330	180	Yes
	P.M.	1,830	160	1,830	220	Yes
2009 Background Volumes						
Warrant #1: Minimum Vehicular Volume		420	140	1,945	45	No
Warrant #2: Interruption of Continuous Flow		630	70	1,450	45	No
Warrant #11: Peak Hour Volume	A.M.	1,820	150	2,060	95	No
	P.M.	2,070	150	2,775	65	No
2009 Total Volumes						
Warrant #1: Minimum Vehicular Volume		420	140	2,075	170	Yes
Warrant #2: Interruption of Continuous Flow		630	70	2,075	170	Yes
Warrant #11: Peak Hour Volume	A.M.	2,115	150	2,115	205	Yes
	P.M.	2,965	150	2,965	245	Yes

Note: The eighth-highest traffic hour of the day in this vicinity was assumed to be 70 percent of p.m. peak hour traffic volumes.

Table 13
TRAFFIC SIGNAL WARRANT ANALYSIS
HIGHWAY 213/MEYERS ROAD
(NO HIGHWAY 213 ACCESS SCENARIO)

Name of Warrant	Time Period	Warrant Volume Major Street	Warrant Volume Minor Street	Projected Volume Major Street	Projected Volume Minor Street	Warrant Met ?
1990 Total Volumes(Existing + Site)						
Warrant #1: Minimum Vehicular Volume		420	140	1,220	155	Yes
Warrant #2: Interruption of Continuous Flow		630	70	1,220	155	Yes
Warrant #11: Peak Hour Volume	A.M.	1,230	180	1,230	310	Yes
	P.M.	1,745	220	1,745	220	Yes
2009 Total Volumes						
Warrant #1: Minimum Vehicular Volume		420	140	2,015	170	Yes
Warrant #2: Interruption of Continuous Flow		630	70	2,015	170	Yes
Warrant #11: Peak Hour Volume	A.M.	2,085	150	2,085	205	Yes
	P.M.	2,880	150	2,880	245	Yes

Note: The eighth-highest traffic hour of the day in this vicinity was assumed to be 70 percent of p.m. peak hour traffic volumes.

ACCESS SAFETY CONSIDERATIONS

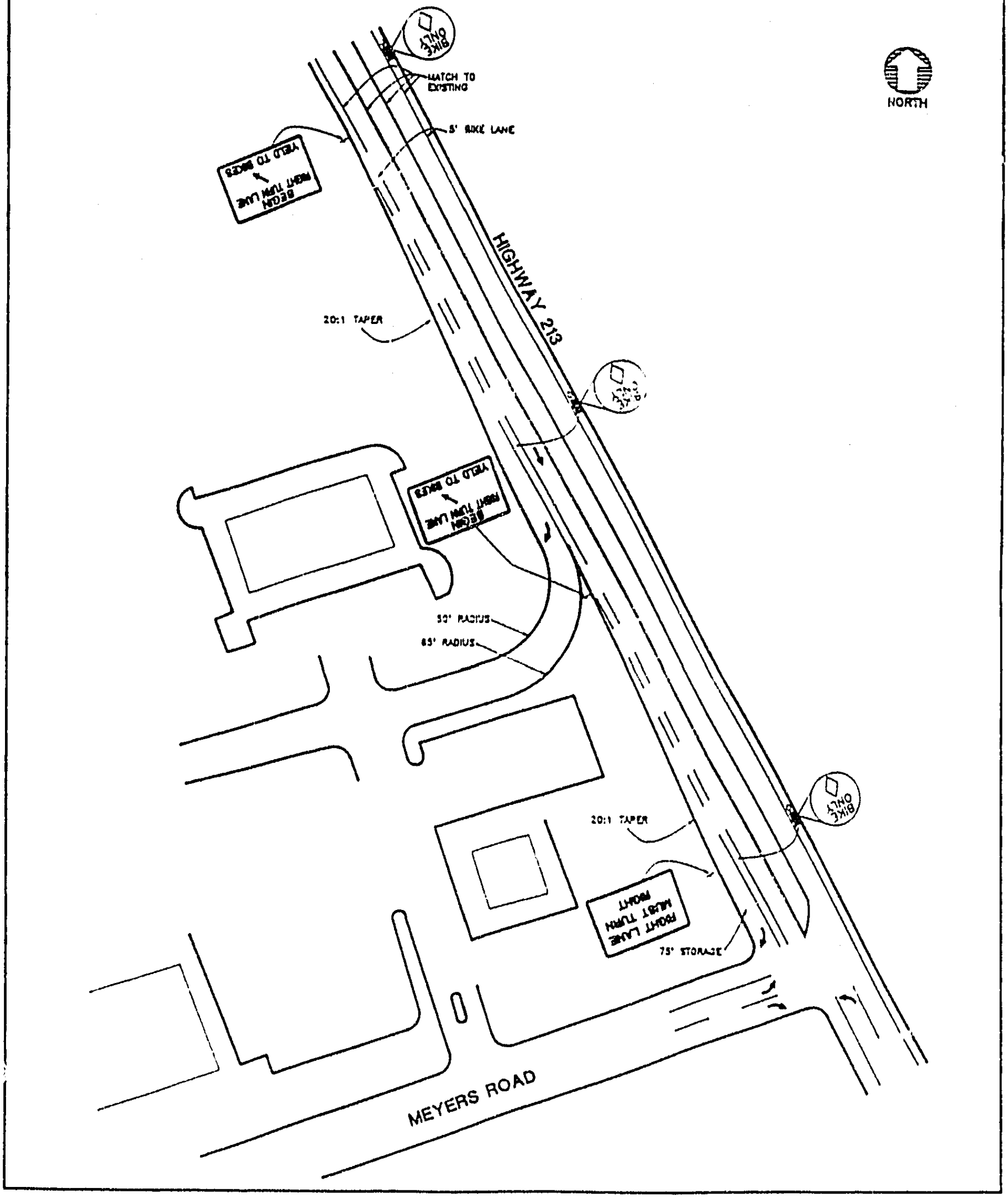
Access Spacing Considerations

There are a total of five general use driveways proposed for this site, including one right-in driveway from Highway 213 and four full access driveways to Meyers Road. In addition, one service access is also proposed to Meyers Road for deliveries to the commercial site.

The commercial driveway to Meyers Road is proposed to be located approximately 200 feet west of Highway 213. The remaining driveways are spaced a minimum of 250 feet apart with a maximum spacing of approximately 600 feet. The analysis concludes that the driveways on Meyers Road are spaced adequately to provide for safe and efficient operations on Meyers Road.

The right-in driveway from Highway 213 is proposed to be located approximately 250 feet north of the intersection with Meyers Road. This driveway, which exists today, would be reconstructed to a right-in configuration as part of the development. Figure 21 shows a design plan of the right-in driveway from Meyers Road which provides for safe ingress into the site while also providing a deceleration lane for southbound motorists on Highway 213 that wish to turn onto Meyers Road. The taper to the right-in driveway is recommended to be 20:1 and begin approximately 240 feet upstream of the proposed driveway. The figure shows a 50 foot inside radius for the ingress driveway. The deceleration lane to Meyers Road is also illustrated in Figure 21 and shows a 20:1 taper beginning at the right-in driveway and ending 75 feet from the intersection to facilitate vehicle storage. Additionally, the figure illustrates bicycle route striping.

The right-in driveway from Highway 213 serves to siphon vehicles off the Highway before Meyers Road. The Highway 213/Meyers Road intersection benefits because southbound



RIGHT IN DRIVEWAY DESIGN

MEYERS ROAD PROJECT	Figure 21
October 1990	

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motorists using the right-in driveway are required to pass through the intersection only once, resulting in better utilization of the street system. In addition, the right-in driveway will function safely with the surrounding road system and will provide benefit to both Highway 213 and the site.

Off-Site Queuing Analysis

Queuing analyses were completed at the intersection of Highway 213/Meyers Road to determine anticipated maximum vehicle queue lengths during the p.m. peak hour, which is the critical time period for the street system. In this analysis, the average vehicle length was assumed to be 25 feet and the probability that the a.m. and p.m. peak hour queue will exceed the given length was 10 percent. Stacking distances for the critical movements under the Highway 213 Access Scenario for both 1990 and Year 2009 are summarized below.

- Southbound through - 1990: 475' 2009: 400'
- Northbound left - 1990: 225' 2009: 225'
- Eastbound right - 1990: 275' 2009: 300'
- Eastbound left - 1990: 175' 2009: 175'

Southbound through queues are anticipated to stack past the site for a total of 8 to 10 minutes during the p.m. peak hour. These queues will not result in any safety related problems at the right-in access from Highway 213.

The queuing analysis indicated that eastbound right turn queues at the intersection of Highway 213/Meyers Road were expected to be 300 feet under Year 2009 conditions. The current commercial driveway is proposed to be located approximately 200 feet from the Highway 213 intersection. The driveway is recommended to be relocated 300 feet from Highway 213 so that operational deficiencies as a result of eastbound queuing at the

Highway 213/Meyers Road intersection can be avoided. Relocation of this driveway 100 feet to the west will not result in any safety conflicts with other driveways to the site.

Sight Distance

Sight distances along Highway 213 were examined and found to be more than adequate based on the predominant flow of traffic.

On-Site Queuing

This section summarizes queuing on-site, specifically the commercial driveway adjacent to Meyers Road. On-site queuing will be most critical at the Meyers Road/Commercial driveway for southbound left turn movements. Based on projected volumes, a maximum queue of four and five vehicles under 1990 and Year 2009 p.m. peak hour conditions, respectively are expected to occur.

The current site plan shows an unobstructed throat length of 40 feet with one ingress and one egress lane at the commercial driveway to Meyers Road. Operations at the driveway would be improved if a second egress lane could be provided so that southbound right turning vehicles would not have to wait for the left turning vehicles. Additionally, the unobstructed throat length should be a minimum of 125 feet.

ACCESS SCENARIO COMPARISON

The right-in driveway from Highway 213 provides motorists the needed accessibility to the commercial development and eliminates the need for out of direction travel. Without the access from Highway 213, motorists would be forced to travel through the Highway 213/Meyers Road intersection twice which affects the intersection capacity. The right-in

driveway, as shown in Figure 21, will function safely with the surrounding street system and will benefit the Highway 213/Meyers Road intersection.

CURRENT DEEDED ACCESS POINTS TO HIGHWAY 213

The Meyers Road project consists of three parcels zoned for commercial use adjacent to Highway 213. Development of the three parcels as one site allows consolidation of driveways. Today there are **three full accesses** to Highway 213 from the three parcels. Construction of the Meyers Road Project would result in a reduction from **three full access drivewnys to one right-in driveway** from Highway 213. This is a significant benefit for ODOT in terms of traffic safety and operations. In addition, a right-in driveway from Highway 213 is not a disbenefit to the highway.

FUTURE INDUSTRIAL PARK AND MULTI-FAMILY SITE EAST OF THE SITE

Industrial Park

There is a 100 acre parcel zoned for light industrial uses located to the southeast of this site. The parcel abuts both Highway 213 and Beavercreek Road to the east. While there are currently no development plans, there is some concern over possible access locations to Highway 213. Most likely, the access would be located south of Meyers Road. However, it is possible that access could be provided via a fourth leg to the Meyers Road intersection.

Based on data obtained from the City of Oregon City in accordance with the METRO forecasts for Year 2009, a total of 679 employees are anticipated. Accordingly, the site would generate an estimated 2,050 daily trips, 300 a.m. and 290 p.m. peak hour trips. Further, it was assumed that 40 percent of the trips would utilize Beavercreek Road and the remaining 60 percent would utilize Highway 213 or Meyers Road.

Traffic volumes from the proposed industrial area have been accounted for as part of the link volumes provided by the City of Oregon City. These volumes, therefore, have been included at the Highway 213/Molalla Avenue intersection.

Based on the anticipated development for Year 2009, a future potential access across from Meyers Road was examined. This analysis revealed that the intersection of Highway 213/Meyers Road, as a four-legged intersection, would operate at LOS "D" during the a.m. and p.m. peak hours, respectively. However, the likelihood of this access scenario is slender at this time since the property directly across from the proposed Meyers Road extension is currently owned by Clackamas Community College.

A second option for access to the industrial land would be to place the access at least 800 feet south of Meyers Road. This would most likely result in two interconnected signalized intersections. This would likely result in higher capacity operations for Highway 213.

Multi-Family Development

The City of Oregon City is currently reviewing a proposal for a land use zoning change for a 19.72 acre parcel immediately south of Clackamas Community College and east of Highway 213. The northern site boundary is located approximately 200 feet from the proposed Meyers Road while the southern site boundary is located approximately 1,100 feet south of Meyers Road. The site is currently zoned R-10 (10 units per acre) and is proposed to be zoned R-19.8 (19.8 units per acre). The current proposal for development of the site calls for 210 multi-family units which would generate 1,280 daily and 140 p.m. peak hour trips. The layout of the multi-family site should take into account the need to provide sufficient spacing between Meyers Road and its driveway.

Conclusion

As the properties immediately south of Clackamas Community College and east of Highway 213 begin to develop, access to Highway 213 should be considered for the parcels as a whole to ensure that accesses are well planned in terms of spacing and location. When development of the industrial parcel is proposed, careful consideration should be given to ensure that the access to the industrial parcel will operate in conjunction with the Highway 213/Meyers Road intersection and the driveway to the multi-family housing.

CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the impact analysis described in this report, the proposed Meyers Road Project can be developed with minimal traffic impacts on the existing and future adjacent street system traffic flow patterns. The main findings and recommendations are discussed below.

Findings

- Two access scenarios have been examined in this report. The Highway 213 Access Scenario (proposed access scheme) includes one right-in driveway from Highway 213. There is one commercial driveway proposed to Meyers Road and three driveways proposed to provide access to the multi-family housing. There is also one "service only" driveway providing delivery access to the commercial portion of the development. The No Highway 213 Access Scenario is similar with the exception that it has no driveway from Highway 213.

- Meyers Road from Highway 213 to the west will be constructed concurrent with this project as part of a local improvement district. This will result in a connection from Leland Road to Highway 213.

- The proposed commercial portion of the site is anticipated to generate 4,880 daily trips and 360 trips during the p.m. peak hour.

- The proposed multi-family portion of the site is anticipated to generate 1,830 daily trips, 160 total trips during the a.m. peak hour and 200 total trips during the p.m. peak hour.

- Accesses along Meyers Road are spaced a minimum of 200 feet and a maximum of 600 feet. This access spacing is adequate for the functional classification of Meyers Road (Collector) and will ensure safe and efficient operations for Meyers Road traffic and ingress/egress movements to the center.

- The site will function at its optimum with a right-in driveway from Highway 213. Two commercial driveways will help to disperse site traffic both on-site and off-site.

Additionally, operations at the Highway 213/Meyers Road intersection are benefitted as a result of the Highway 213 right-in driveway.

- Southbound queues at the Highway 213/Meyers Road intersection will build past the right-in driveway during 8 to 10 minutes of the p.m. peak hour under existing conditions and 4 to 6 minutes under future (Year 2009) conditions.

Recommendations:

Recommended improvements are summarized below. These improvements are grouped by year and jurisdiction.

0-5 Years:

The site will likely be built in phases and has been assumed to be fully built out over the next five years.

ODOT Highway:

- Add split phasing at the Highway 213/Molalla Avenue intersection to maximize traffic operations.
- Install a traffic signal at the new Highway 213/Meyers Road intersection.
- Provide a southbound right turn lane on Highway 213 at Meyers Road.
- Provide a northbound left turn lane on Highway 213 at Meyers Road with a storage length of 250 feet to accommodate projected Year 2009 conditions.

Oregon City:

- Provide a three-lane section on Meyers Road At the Highway 213/Meyers Road intersection including an eastbound left and right turning lane and one westbound lane.

Developer:

- Construct the commercial driveway to consist of one ingress lane and two egress lanes.

- Provide an unobstructed throat length of a minimum of 125 feet at the commercial driveway to Meyers Road.

- Relocate the commercial driveway 100 feet to the west (300 feet from Highway 213) of it proposed location.

- Construct the right-in driveway to conform with ODOT standards.

Year 2000 Recommendations:

ODOT Highway:

- Construct an additional eastbound right turn lane on Molalla Avenue at the intersection of Highway 213/Molalla Avenue.

- Construct Highway 213 to a full five lane section with two through lanes in each direction and a center left turn lane.

Year 2009 Background Recommendations:

ODOT:

- Construct an additional lane both eastbound on Molalla Avenue and westbound on the Clackamas Community College property at the Highway 213/Molalla Avenue intersection. The eastbound configuration on Molalla Avenue at the intersection should be a left, through, right and right. On the Clackamas Community College side, the configuration is recommended to be a left, through and right.

REFERENCES

1. Oregon City. *Oregon City Comprehensive Plan.* 1990.

2. Transportation Research Board. *Highway Capacity Manual.* Special Report Number 209. 1985.

3. Institute of Transportation Engineers. *Trip Generation Manual: Fourth Edition.* 1987.

4. L.J. Slade and F.E. Gorove. "Reductions in Estimates of Traffic Impacts of Regional Shopping Centers." *ITE Journal.* January 1981.

5. Federal Highway Administration. *Manual on Uniform Traffic Control Devices* (1978 plus revisions 1-4, 1986).

Property Ownership List

Lee Ann Shrake
No. 1 Winners Circle
Sunriver, Oregon 97707
Tax Lots 500 & 502

Patrick & Judy Lilly
19739 S. Hwy 213
Oregon City, Oregon 97045
Tax Lot 600 - no zone change

Winston Gee
North Clackamas Christian School
19651 S. Molalla
Oregon City, Oregon 97045
Tax Lot part of 300

Don Urbin
ELCA Loan Fund
8765 West Higgins Road
Chicago, Illinois 60631
Tax Lot 400

Description:

Part of the Donation Land Claim of Robert Caufield and wife, in Section 8, Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as:

Beginning at a point in the West line of said Caufield Donation Land Claim that is North 17°55' East 11.02 chains distant from the Southeast corner of the S. N. Vance Donation Land Claim, and running thence North 17°55' East tracing said line, 3.75 chains; thence North 76° East 30.44 chains to the center of the county road leading from Oregon City to Molalla; thence South 29°30' East tracing the center line of said road 3.24 chains to the Southeast corner of the tract of land first above described; thence South 76° West 33.30 chains to the place of beginning.

EXCEPTING THEREFROM the following:

Part of the Robert Caufield Donation Land Claim, in Section 8, Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point in the West line of said Caufield Donation Land Claim that lies North 17°22'04" East 727.32 feet from the Southwesterly corner of said Donation Land Claim; thence North 74°03'52" East 1072.79 feet to an iron rod with an orange P.V.C. cap stamped LS1570, which point is the true point of beginning; thence North 74°03'52" East 1085.41 feet to an iron rod, set under P.S. 11854, in the right of way line of State Highway 213 (Molalla Avenue); thence North 30°00' West, along said right of way, 213.84 feet to an iron rod set under P.S. 11854; thence South 74°02'50" West 1033.50 feet to an iron rod with an orange P.V.C. cap, stamped LS1570; thence South 15°57'10" East 207.14 feet to the true point of beginning.

TOGETHER WITH that certain reciprocal driveway easement as established by instrument recorded July 2, 1984 as Recorder's Fee No. 84 22454.

TRANSAMERICA TITLE INSURANCE

10448

Description:

A tract of land in Section 8, Township 3 South, Range 2 East of the Willamette Meridian, and being a part of the Robert Caufield Donation Land Claim No. 53, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at the most Southerly corner of the Samuel N. Vance Donation Land Claim No. 51; thence North 17° 12' East, on the Westerly line of said Caufield Claim, 342.54 feet to the Northwest corner of a tract conveyed to Benhardt Lien by Deed recorded June 29, 1912, in Book 128, Page 603, Clackamas County Deed Records, and the true point of beginning of the tract to be described; thence continuing on said claim line, North 17° 12' East, 384.78 feet; thence North 76° East, 2197.8 feet to the center of the Oregon City-Molalla Road; thence South 29° 30' East, on the center of said road, 336.6 feet to the Northeast corner of the aforesaid Benhardt Lien Tract; thence South 74° 30' West, on the Northerly line of said Benhardt Lien Tract, 2484.9 feet to the true point of beginning.

EXCEPTING THEREFROM that portion of said premises acquired by Patrick L. Lilly, et ux, by stipulated Decree entered July 26, 1984, Case No. 82-4-257, Clackamas County Circuit Court.

ALSO EXCEPTING THEREFROM that portion deeded to the State of Oregon Department of Transportation by Correction Warranty Deed, recorded December 19, 1983 under Recorder's Fee No. 83-42635 Records of Clackamas County, Oregon.

Description:

Part of the Donation Land Claim of Robert Caufield No. 53, Township 3 South, Range 2 East of the Willamette Meridian in the City of Oregon City, County of Clackamas and the State of Oregon, described as follows

Beginning at the Southeast or most Southerly corner of the Samuel Vance Donation Land Claim No. 51 in Township 3 South, Range 2 East of the Willamette Meridian, which beginning point is a stone set in the ground; thence North 74° 50' East 41.50 chains; thence North 29° 30' West 4.56 chains to the true place of beginning; thence South 74° 50' West 660.00 feet; thence South 29° 30' East 132.00 feet; thence North 74° 50' East 660.00 feet; thence North 29° 30' West 132.00 feet to the true place of beginning.

EXCEPTING THEREFROM the tract conveyed to the State of Oregon, Department of Transportation by instrument recorded August 20, 1984 Records Fee No. 8428659

ALSO EXCEPTING a tract of land in the Robert Caufield and wife Donation Land Claim No. 53 in Township 3 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

A strip of land 7.5 feet in width adjacent to, Southerly of and parallel with the Southerly border of that tract of land described in the Deed to Dennis V. Stuck, recorded under Recorder's Fee No. 83 16913, Clackamas County Deed Records, EXCEPT the Westerly 25 feet therefrom.

PARCEL II:

A tract of land in the Robert Caufield and wife Donation land Claim No. 53 in Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

The Westerly 25 feet of that tract of land described in the Deed to Dennis V. Stuck, recorded under Recorder's Fee No. 83 16913, Clackamas County Deed Records, described as follows:

A tract of land in the Robert Caufield and wife Donation Land Claim No. 53 in Township 3 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at the Southeast corner of the S. N. Vance Donation Land Claim; thence North 17° 55' East along the Westerly line of said Caufield Donation land Claim a distance of 21.35 chains to the Northwest corner of that tract of land described in Deed to William Weiss, et ux, recorded January 11, 1967 in Book 684, Page 369, Deed Records; thence North 76° East along the Northerly line of said Weiss Tract a distance of 1453.34 feet, more or less, to a point which is South 76° West 199.0 feet from the Westerly line of Molalla Avenue, State Highway No. 213, and the true point of beginning of the tract of land herein to be described; thence South 14° East a distance of 98.0 feet; thence North 76° East, parallel with the Northerly line of said Weiss Tract a distance of 223.0 feet, more or less, to a point on the Westerly line of said Molalla Avenue; thence North 29° 30' West along said road line a distance of 100.0 feet, more or less, to a point on the Northerly line of said Weiss Tract; thence South 76° West a distance of 199.0 feet to the true point of beginning.

Description:

PARCEL I:

A tract of land situated in the Robert Caufield Donation Land Claim No. 53 in Township 3 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point on the West line of said Caufield Donation Land Claim that is North 17° 55' East 14.77 chains from the Southeast corner of the Samuel N. Vance Donation Land Claim No. 51, Township 3 South, Range 2 East, of the Willamette Meridian; thence continuing North 17° 55' East along the West line of said Caufield Donation Land Claim 6.58 chains to a stone; thence North 76° East 25.51 chains to a stone set in the center of the county road; thence South 29° 30' East tracing the center of the county road a distance of 5.01 chains to the Northeast corner of that certain tract conveyed to Orres O. Carrell by Deed recorded January 5, 1911 in Book 118, Page 126, Deed Records; thence South along the North line of said Carrell Tract 30.44 chains to the point of beginning.

EXCEPTING THEREFROM that portion lying within roads.

ALSO EXCEPTING THEREFROM that portion lying in the Northeast corner heretofore conveyed to North Clackamas Christian School by Deed dated July of 1978.

EXCEPT a tract of land in the Robert Caufield and wife Donation Land Claim No. 53 in Township 3 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at the Southeast corner of the S. N. Vance Donation Land Claim; thence North 17° 55' East along the Westerly line of said Caufield Donation land Claim a distance of 21.35 chains to the Northwest corner of that tract of land described in Deed to William Weiss, et ux, recorded January 11, 1967 in Book 684, Page 369, Deed Records; thence North 76° East along the Northerly line of said Weiss Tract a distance of 1453.34 feet, more or less, to a point which is South 76° West 199.0 feet from the Westerly line of Molalla Avenue, State Highway No. 213, and the true point of beginning of the tract of land herein to be described; thence South 14° East a distance of 98.0 feet; thence North 76° East, parallel with the Northerly line of said Weiss Tract a distance of 223.0 feet, more or less, to a point on the Westerly line of said Molalla Avenue; thence North 29° 30' West along said road line a distance of 100.0 feet, more or less, to a point on the Northerly line of said Weiss Tract; thence South 76° West a distance of 199.0 feet to the true point of beginning.

Trace Development Corporation

July 25, 1990

North Clackamas Christian School
19651 S. Molalla
Oregon City, Oregon 97045

Re: Zone Change for - Tax Lot part of 300

Dear Mr. Winston Gee:

Your signature below will constitute an acknowledgment and agreement to allow Trace Development to represent you, execute any and all applications for, and to enter into any agreements or conditions, in connection with rezoning the above referenced property from R-10 single family zoning to RA2 multi-family zoning.

This authorization to proceed with such rezone is made with the understanding that the successful completion of the rezone may affect the value of your property. Further, you understand that a satisfactory rezone of the property is only one of the conditions to Trace's acquisition of your property and by itself does not create an obligation by Trace to close the purchase.

Sincerely,

Dan Fowler

Dan Fowler

Acknowledged and agreed to

By: Winston L. Gee

Title: Chairman of Board NCC School

Date: 7-26-90

pursuant to section 1445 (b) (2) of the Internal Revenue Code in form and substance satisfactory to Seller an Buyer.

8.17 COOPERATION OF SELLER. Buyer will pay its expenses related to efforts to obtain approvals necessary to build its project (such as rezoning, annexation and site plan approval), but Seller will cooperate fully with Buyer in such efforts. Seller will also cooperate fully with Buyer in efforts to have liens and encumbrances removed and, where applicable, to have leases and other agreements affecting the Property terminated or renegotiated to Buyer's satisfaction.

SELLER:

North Clackamas Christian School

By: Mac McClure Sec'd. treas.

By: Winston L. Lee Board Chmn-Ex

BUYER:

TRACE DEVELOPMENT CORPORATION

By: John D. Bryant

Title: VICE PRESIDENT-GENERAL COUNSEL

8.16 COOPERATION OF SELLER. Buyer will pay its expenses related to efforts to obtain approvals necessary to build its project (such as rezoning, annexation and site plan approval), but Seller will cooperate fully with Buyer in such efforts. Seller will also cooperate fully with Buyer in efforts to have liens and encumbrances removed and, where applicable, to have leases and other agreements affecting the Property terminated or renegotiated to Buyer's satisfaction.

SELLER:

The ELCA Loan Fund

By: [illegible] V. P.

By: _____

BUYER:

TRACE DEVELOPMENT CORPORATION

By: Daniel W. Fowler

Title: President

TOTAL P.03

pursuant to section 1445 (b) (2) of the Internal Revenue Code in form and substance satisfactory to Seller an Buyer.

8.17 COOPERATION OF SELLER. Buyer will pay its expenses related to efforts to obtain approvals necessary to build its project (such as rezoning, annexation and site plan approval), but Seller will cooperate fully with Buyer in such efforts. Seller will also cooperate fully with Buyer in efforts to have liens and encumbrances removed and, where applicable, to have leases and other agreements affecting the Property terminated or renegotiated tc Buyer's satisfaction.

SELLER:

~~RICHARD~~ LEE ANN SHRAKE

By: _____

By: _____

BUYER:

TRACE DEVELOPMENT CORPORATION

By: Daniel W. Fowler

Title: President

JOHN INSKEEP ENVIRONMENTAL LEARNING CENTER

19600 SOUTH MOLALLA AVENUE • OREGON CITY, OREGON 97045 • 503 / 657-8400 EXT. 351

Project Director
Gerald Herrmann

Assistant Director
Nan Hage

Education Coordinator
Jim Tompkins

Association Presidents

Sharon Webb	1976
Dan Green	1978
Sue Plaisance	1980
Wes Bruning	1982
Valerie McQuaid	1983
Michael Streicher	1984
Jim Tompkins	1985
Michael Streicher	1986
Norma Jean Germond	1987
Rose Wallace	1988

Members of the Board

Enid Briggs
Kent Frutiger
Jeff Gage
Debra Hansen
Dave Luneke
Joe Pesek
Larry Smith
Thor Wegner

November 6, 1990

City of Oregon City
Planning Division
320 Warner Milne Road
Oregon City, OR. 97045

Attn: John Block:

Dear John:

Enclosed is information regarding a site wetlands and wildlife habitat survey as conducted for OTAK Engineering and Trace Development Corporation. The project is known as "The Meyers Road Project" and consists of 31.92 acres of land presently zoned for a combination of high density residential uses and commercial activities.

The developer, Trace Development Corporation, has indicated their willingness and intent to retain the maximum amount of wildlife habitat features and vegetative buffers while at the same time preserving or enhancing an intermittent stream corridor running through the site as well as its associated wetlands.

The developer, at their own suggestion, are anticipating the establishment of setbacks to preserve existing vegetation of 50 - 75 feet. The setbacks along the projects boundaries would ensure that buffers of native vegetation would be retained to protect the development visually from adverse effects in surrounding areas. Additionally, the developers have set as a goal, the retention of major trees including large diameter Douglas Fir and Cedar trees wherever possible through the 31 acre project.

On the following pages, information is presented relating to a complete wildlife habitat and wetlands and stream corridor survey done by the staff of the Environmental Learning Center. Our survey has been submitted to the Oregon Department of Fish and Wildlife for their review as well. If you need additional information, please do not hestitate to call us at 657-6958 ext. 351.

Sincerely,

Gerald W. Herrmann
Executive Director

WETLANDS AND WILDLIFE HABITAT SURVEY

For: Trace Development Corporation - Meyers Road Project

The following information pertains to the 31.92 acre tract called "Meyers Road Project" to be developed by Trace Development Corporation.

INITIAL SITE REVIEW

The site in question was surveyed in late September and again in early November to review the following interests: 1) the presence of wildlife vegetation and wildlife habitat, 2) the existence or possible existence of wetlands and other aquatic features, and 3) the presence or potential for the existence of stream or other waterway features.

The site was visited by our professional biologist and wildlife staff and the following observations have been made:

1) The site, being a former agriculture operation, is wooded intermittently with major groves of trees including large caliper Douglas Fir, Western Red Cedar and Western Hemlock native trees. The site understory is mostly composed of various native plants and plants that have been naturalized including Red Osier Dogwood, Oceanspray, Indian Peach, Western Hawthorne, and numerous wild Cherry and Crabapples. These vegetative communities primarily exist along property boundaries and beneath the large caliper groves of evergreen trees. They provide significant food and cover for wildlife including Valley Quail, pheasant, and numerous songbirds including Western Meadowlark. The combination of both major tree groupings and and dense thickets of established native plants such as the shrubs mentioned creates a unique diversity in opportunities for wildlife in this part of Oregon City.

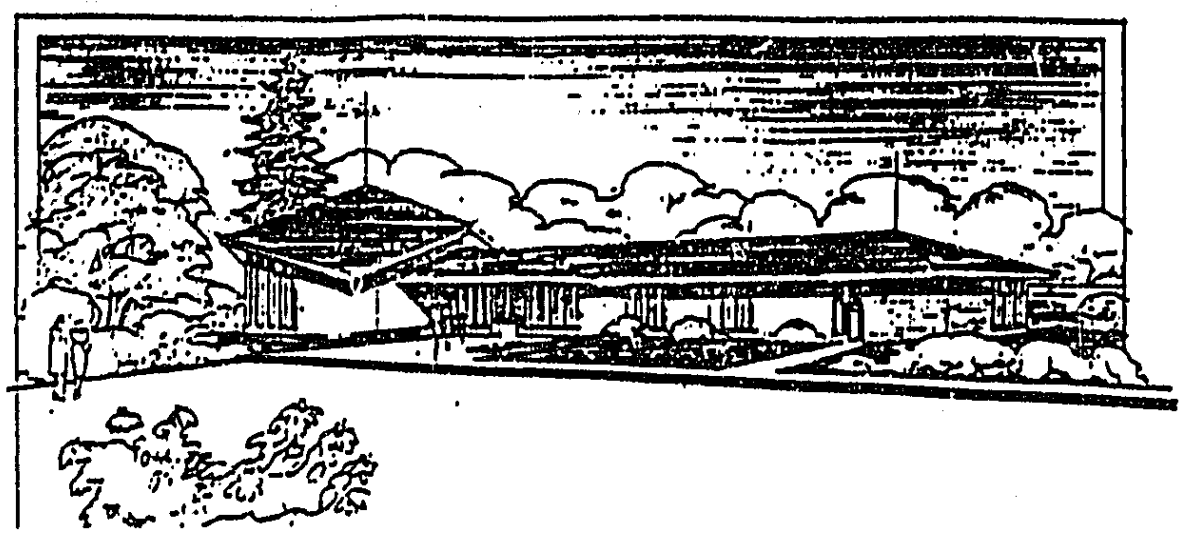
RECOMMENDATION: Since the developer has shown a willingness to retain wherever possible both existing large scale trees and lesser massed shrub thickets where they do not interefere with construction activities, it is recommended that such preservation of buffers and tree shrub massed areas be strongly encouraged. Conditions for the retention of such vegetation in lieu of more extensive landscaping requirements would be of beneficial incentive to offer the developer. Since the developer would have to landscape to a lesser degree because existing plant materials had been retained, a beneficial environmental balance would be struck that would be both cost effective and benefitting of the overall sites ecological values.

2) Regarding the presence of wetlands or other wildlife aquatic features, the site clearly has conditions demonstrating wetland qualities in certain areas. Since the site runs mostly in a west to east configuration, most drainage from both the west and the east is being channeled somewhat indifferently through a poorly defined stream corridor. This stream corridor is a feeder creek to Beaver Creek and joins with Beaver Creek a short distance below the existing Tooze farm pond south on Beavercreek Road. Because the stream corridor is not clearly defined, many boggy and otherwise soggy soil conditions exist as the stream moves from north to south draining most of the 31 acre site. Within this corridor is contained several small ponds, one approximately 10,000 square feet of pond and definite wetlands vegetated with cattails, reeds, sedges, and other plants including semi-emergent wetland vegetation. An actual site survey would need to be conducted to determine the extent of the wetland. Since the stream corridor serves to drain most of the site, its channels or meanders should be better defined through topographic review.

RECOMMENDATION: The developer has expressed an interest in retaining water features wherever possible and utilizing former ponds or existing boggy areas for on-site landscape and development amenities. The extent of the wetland at this time appears not to exceed one acre. However, the stream corridor with its poorly defined channel and resultant meanders and boggy areas, has created wetland-like characteristics in other areas as the stream passes through the site. It should be understood, this stream corridor is intermittent during dry months and mostly active during wetter months of the year. At this preliminary state, the developer should be encouraged to retain all wetland features and provided with incentives to engineer on-site storm water drainage from parking lots and rooftop drains to be biofiltered through proper design of "parking lot swales" and then discharge this pre-treated water to existing or enhanced wetland features. These features, in combination with the retention of existing wetlands, would then make possible a State-of-the-Art approach to solving both wetland problems and on-site drainage. It is probable that the financial incentive resulting to the developer for not having to install extensive underground storm water management systems would result in his overall willingness to pursue a different approach to solving the same concerns.

3) The presence and existence of an intermittent stream corridor has been clearly demonstrated upon site review. The willingness of the developer to work to retain and where possible, enhance this riparian corridor is noteworthy. Through proper design of storm water management systems of an alternative nature (as described earlier) and the inclusion of positive incentives on the City's behalf, the developer will be encouraged to invest in not only resource protection, but wildlife enhancement activities as well.

The staff of the Environmental Learning Center will be working with the developer and his engineering firm to establish resource protection and enhancement components within the overall project development plan. The Center, with its extensive background in the creation of wildlife habitats for home, commercial, and institutional uses, will be working with the developer to establish an overall wildlife enhancement and protection landscape development theme. Since this project incorporates both commercial and residential activities, it should serve as a landmark demonstration project involving a sensitive developer and creative development incentives that will assure both resource protection, enhancement, and economic growth in the Oregon City area.



PRINCE OF LIFE LUTHERAN CHURCH

19677 S. Molalla Avenue
Oregon City, Oregon 97045
(503) 657-3100

Testimony from Prince of Life Lutheran Church, November 27, 1990, Zone Change

Kathleen A. Lairson
2323 Charman
West Linn, Oregon 97068
President of the Church Council

We are not supporting or opposing the zone change, but would like to raise the concerns of the congregation.

1. We want to urge you to place the cap of 12 units per acre on the multi-family.

2. We would request the provision of screening for the church property from the commercial area by means of a wall (concrete or concrete block).

3. We would request screening of the remainder of the site by means of fence and/or natural vegetation.

4. We would like to clarify that Prince of Life Lutheran Church is not a party to the LID for sewer or Meyers road and will not incur any cost with this LID.

I would like you to know that the Property committee, the church council and I have appreciated the openness of this developer to talk to the neighbors, and discuss their plans openly with us. I hope this openness will continue through out the development of this property.

Received 11-27-90

15

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Page

Subject: Deed of Dedication Acceptance
Gaffney Lane and Glenview Court

Report No. 90-307

On the December 19, 1990 City Commission agenda are five deeds dedicating additional right-of-way on Gaffney Lane and Glenview Court for the proposed Graystone development for Commission acceptance. The deeds of dedication are from:

1. R. Lemoyne and Marlene Brady
2. Marlin and Sharon Stahlnecker
3. Ralph and Janette Anderson
4. John and LaVerne Buren
5. Kenneth and Doris Kittelson

Copies of the deeds are attached for Commission review.

It is recommended that the City Commission adopt a motion accepting the deeds of dedication and authorizing the Mayor and City Recorder to execute respectively.

CHARLES LEESON
City Manager

JGB/im

attach.

cc: Development Services Director
Planning Division
Engineering Division

ISSUED BY THE CITY MANAGER

T. L. 4200
3-2E-8DB
BRADY & KELLER

CITY OF OREGON CITY

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that ~~Glenn Keller and Jean Keller,~~ husband and wife, and R. Lemoyne Brady and Marlene R. Brady, husband and wife hereinafter called the GRANTOR, do hereby grant unto the City of Oregon City, hereinafter called the CITY, its successors in interest and assigns, all the following real property with the tenements, hereditaments and appurtenances, situated in the County of Clackamas, State of Oregon, to be used and held by the CITY for street, road, right-of-way and public utility purposes, bounded and described as follows, to wit:

See attached Exhibit "A" Legal Description and attached Exhibit "B" Sketch for Legal Description

TO HAVE AND TO HOLD, the above described and granted premises unto the said CITY, its successors in interest and assigns forever.

The true consideration of this conveyance is one dollar _____, the receipt of which is hereby acknowledged by GRANTOR.

And the GRANTOR above named hereby covenants to and with the CITY, and CITY's successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances

_____

_____ and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the GRANTOR has executed this instrument this ____ day of _____, 19__; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

Individuals,
General Partnerships

Signer's Name

Signer's Name

(If executed by a corporation affix corporate seal)

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named R. Lemoyne Brady and Marlene R. Brady and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:

NOTARY PUBLIC FOR OREGON

My Commission Expires: April 24, 1993

(OFFICIAL SEAL)

R. Lemoyne Brady
Marlene R. Brady
19608 S. Glenview Court
Oregon City, Oregon 97045

(Grantor's Name and Address)

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

(Grantee's Name and Address)

Individuals,
General Partnerships

Signer's Name

Signer's Name

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named named Glenn Keller and Jean Keller and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:

NOTARY PUBLIC FOR OREGON

My Commission Expires: _____

(OFFICIAL SEAL)

Glenn Keller
Jean Keller

(Grantor's Name and Address)

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

(Grantee's Name and Address)

Accepted on behalf of the City of Oregon City on the condition that the property dedication is free and clear from taxes, liens and encumbrances.

_____

Mayor

_____

City Recorder

After Recording Return To:

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

T. L. 4200
3-2E-8DB
BRADY, ET UX

EXHIBIT "A"

Legal Description for Dedication

A tract of land situated in the Samuel N. Vance, Donation Land Claim lying within Section 8, Township 3 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:

COMMENCING at the most Southerly corner of said Vance D.L.C.; THENCE N. 17° 32' E. along the East line of said D. L. C. a distance of 1162.25 feet to the most Southerly line of the duly recorded plat of "GAFFNEY LANE ACRES"; THENCE N. 46° 45' W. along said Southerly line and an extension thereof a distance of 746.64 feet, more or less, to the most Southerly corner of that certain tract of land under contract to R. Lemoyne Brady, et ux, by contract recorded in Book 687, page 003, Deed Records, Clackamas County, and the POINT OF BEGINNING of the tract herein to be described; THENCE N. 46° 45' W. along the Southwesterly line of said Brady tract a distance of 213.3 feet to the most Westerly corner thereof; THENCE N. 40° 05' E. along the Northwesterly line of said Brady tract a distance of 25.03 feet to a point 25.00 feet (when measured at right angles) from the Southwesterly line of said Brady tract; THENCE S. 46° 45' E. parallel with the Southwesterly line of said Brady tract a distance of 213.3 feet to the Southeasterly line thereof; THENCE S. 40° 05' W. along said Brady tract a distance of 25.03 feet to the POINT OF BEGINNING.

EXHIBIT B

DRIVE

S. FALCON LANE

GARFIELD

PUBLIC

63.73

T. L. 4300
3-2E-8DB
STAHLNECKER

CITY OF OREGON CITY

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that Marlin I. Stahlnecker and Sharon K. Stahlnecker, husband and wife hereinafter called the GRANTOR, do hereby grant unto the City of Oregon City, hereinafter called the CITY, its successors in interest and assigns, all the following real property with the tenements, hereditaments and appurtenances, situated in the County of Clackamas, State of Oregon, to be used and held by the CITY for street, road, right-of-way and public utility purposes, bounded and described as follows, to wit:

See attached Exhibit "A" Legal Description and attached Exhibit "B" Sketch for Legal Description

TO HAVE AND TO HOLD, the above described and granted premises unto the said CITY, its successors in interest and assigns forever.

The true consideration of this conveyance is one dollar _____, the receipt of which is hereby acknowledged by GRANTOR.

And the GRANTOR above named hereby covenants to and with the CITY, and CITY's successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances

_____

_____ and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the GRANTOR has executed this instrument this ____ day of _____, 19__; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

Individuals,
General Partnerships

Marlin I. Stahlnecker
Signer's Name

Sharon K. Stahlnecker
Signer's Name

(If executed by a corporation affix corporate seal)

Corporation,
Limited Partnership

_____
Corporation/Partnership Name

_____
Signer's Name, Title

_____
Signer's Name, Title

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named Marlin I. Stahlnecker and Sharon K. Stahlnecker and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:
Notary Public
NOTARY PUBLIC FOR OREGON

My Commission Expires: April 24 1993

(OFFICIAL SEAL)

Sharon Stahlnecker
Marlin I. Stahlnecker
19590 S. Glenview Court
Oregon City, Oregon 97045
(Grantor's Name and Address)

City of Oregon City
320 Warner-Milne Road
Oregon City, Oregon 97045
(Grantee's Name and Address)

Corporate Acknowledgement
STATE OF OREGON)
)
County of _____)

Personally appeared _____ and _____ who being duly sworn, each for himself and not one for the other did say that the former is the _____ president and that the latter is the _____ secretary of _____ a corporation, and that the seal affixed to the foregoing instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

_____
NOTARY PUBLIC FOR OREGON

My Commission Expires: _____

(OFFICIAL SEAL)

Space reserved for County Record's Office

Accepted on behalf of the City of Oregon City on the condition that the property dedication is free and clear from taxes, liens and encumbrances.

_____

Mayor

_____

City Recorder

After Recording Return To:

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

T. L. 4300
3-2E-8DB
Stahlnecker, Et Ux

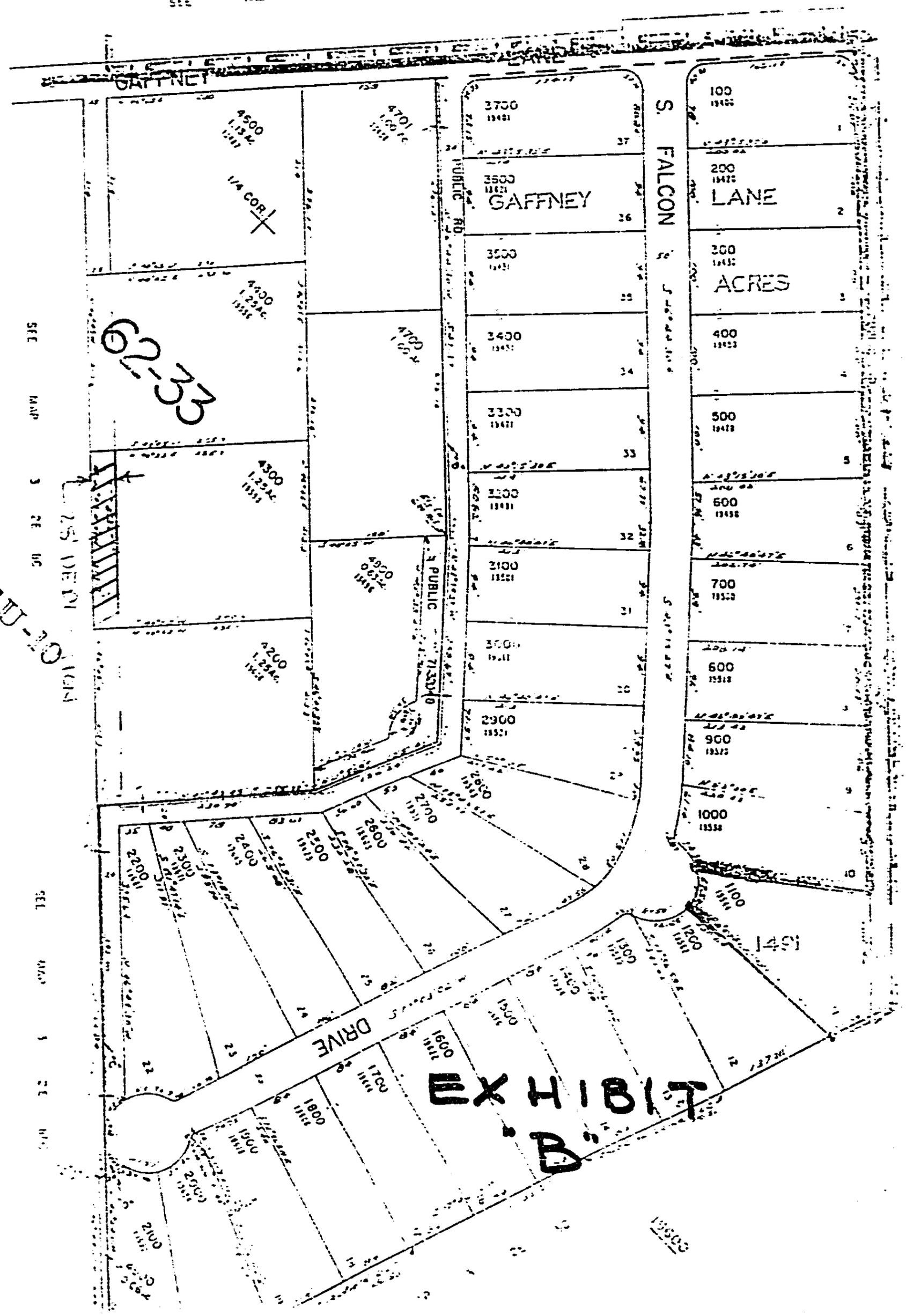
EXHIBIT "A"

Legal Description for Dedication

A tract of land situated in the Samuel N. Vance, Donation Land Claim lying within Section 8, Township 3 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:

COMMENCING at the most Southerly corner of said Vance D.L.C.; THENCE N. 17° 32' E. along the East line of said D. L. C. a distance of 1162.25 feet to the most Southerly line of the duly recorded plat of "GAFFNEY LANE ACRES"; THENCE N. 46° 45' W. along said Southerly line and an extension thereof a distance of 959.94 feet, more or less, to the most Southerly corner of that certain tract of land conveyed to Marlin I. Stahlnecker, et ux, by deed recorded under Recorders File No. 68-13520, Clackamas County, and the POINT OF BEGINNING of the tract herein to be described; THENCE N. 46° 45' W. along the Southwesterly line of said Stahlnecker tract a distance of 213.3 feet to the most Westerly corner thereof; THENCE N. 40° 05' E. along the Northwesterly line of said Stahlnecker tract a distance of 25.03 feet to a point 25.00 feet (when measured at right angles) from the Southwesterly line of said Stahlnecker tract; THENCE S. 46° 45' E. parallel with the Southwesterly line of said Stahlnecker tract a distance of 213.3 feet to the Southeasterly line thereof; THENCE S. 40° 05' W. along said Stahlnecker tract a distance of 25.03 feet to the POINT OF BEGINNING.

SEE MAP 3 2L 525



T. L. 1000
3-2E-8D
ANDERSON

CITY OF OREGON CITY

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that Ralph P. Anderson and Janette G. Anderson, husband and wife hereinafter called the GRANTOR, do hereby grant unto the City of Oregon City, hereinafter called the CITY, its successors in interest and assigns, all the following real property with the tenements, hereditaments and appurtenances, situated in the County of Clackamas, State of Oregon, to be used and held by the CITY for street, road, right-of-way and public utility purposes, bounded and described as follows, to wit:

See attached Exhibit "A" Legal Description and attached Exhibit "B" Sketch for Legal Description

TO HAVE AND TO HOLD, the above described and granted premises unto the said CITY, its successors in interest and assigns forever.

The true consideration of this conveyance is one dollar _____, the receipt of which is hereby acknowledged by GRANTOR.

And the GRANTOR above named hereby covenants to and with the CITY, and CITY's successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances

_____

_____ and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the GRANTOR has executed this instrument this ____ day of _____, 19__; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

Individuals,
General Partnerships

[signature]
Signer's Name

[signature]
Signer's Name

(If executed by a corporation affix corporate seal)

Corporation,
Limited Partnership

_____
Corporation/Partnership Name

_____
Signer's Name, Title

_____
Signer's Name, Title

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named Ralph P. Anderson and Janette G. Anderson and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:
[signature]
NOTARY PUBLIC FOR OREGON

My Commission Expires: 1-9-91

(OFFICIAL SEAL)

Janette G. Anderson
Ralph P. Anderson
13440 Gaffney Lane
Oregon City, Oregon 97045
(Grantor's Name and Address)

City of Oregon City
320 Warner-Milne Road
Oregon City, Oregon 97045
(Grantee's Name and Address)

Corporate Acknowledgement
STATE OF OREGON)
)
County of _____)

Personally appeared _____ and _____ Sharon K. who being duly sworn, each for himself and not one for the other did say that the former is the _____ president and that the latter is the _____ secretary of _____ a corporation, and that the seal affixed to the foregoing instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

_____
NOTARY PUBLIC FOR OREGON

My Commission Expires: _____

(OFFICIAL SEAL)

Space reserved for County Record's Office

Accepted on behalf of the City of Oregon City on the condition that the property dedication is free and clear from taxes, liens and encumbrances.

_____

Mayor

_____

City Recorder

After Recording Return To:

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

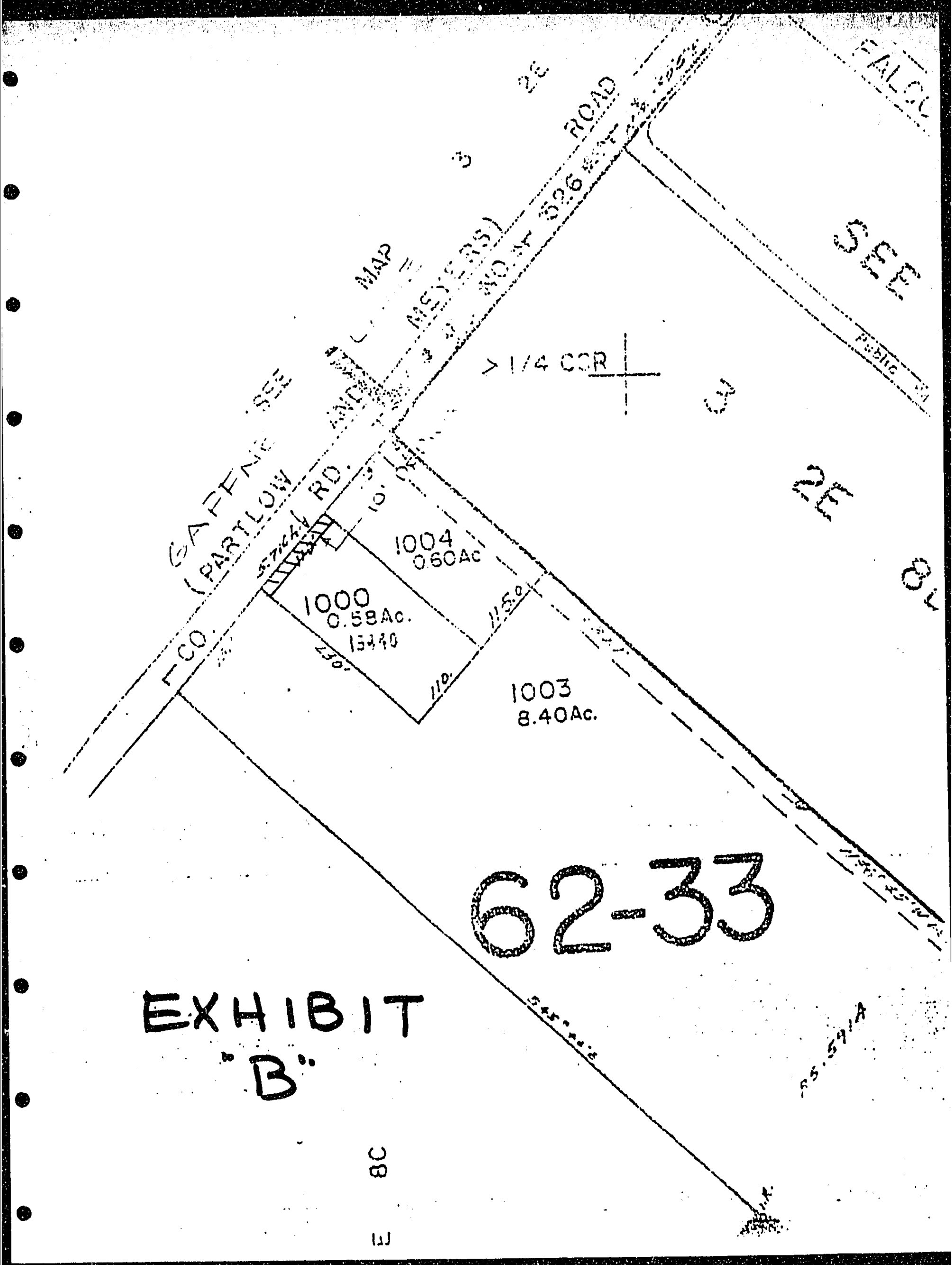
T. L. 1000
3-2E-8D
ANDERSON

EXHIBIT "A"

Legal Description for Dedication

A tract of land situated in the Samuel N. Vance, Donation Land Claim lying within Section 8, Township 3 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:

COMMENCING at the most Southerly corner of said Vance D.L.C.; THENCE N. 17° 32' E. along the East line of said D. L. C. a distance of 1162.25 feet to the most Southerly line of the duly recorded plat of "GAFFNEY LANE ACRES"; THENCE N. 46° 45' W. along said Southerly line and an extension thereof a distance of 1599.84 feet, more or less, to the Southeasterly line of Gaffney Lane, County Road No. 526, 40 feet wide; THENCE S. 40° 43' 45" W. along the southeasterly line of said Gaffney Lane a distance of 115.0 feet to the most Westerly corner of that certain tract of land conveyed to Kenneth and Doris Kittelson by deed recorded under Recorder's File No. 77-3435 Clackamas County, and the POINT OF BEGINNING of the tract herein to be described; THENCE continuing S. 40° 43' 45" W. along the Southeasterly line of said Gaffney Lane a distance of 110.0 feet to a point; THENCE S. 46° 45' E. parallel with Kittelson's tract a distance of 10.01 feet to a point 10.00 feet Southeasterly of said Gaffney Lane when measured at right angles; THENCE N. 40° 43' 45" E. parallel with Gaffney Lane a distance of 110.0 feet to the Southwesterly line of said Kittelson tract; THENCE N. 46° 45' W. along said Kittelson tract a distance of 10.01 feet to the POINT OF BEGINNING.


MAP
1/4 COR
ROAD
PUBLIC
CAPENS
(PARTLOW)
RD.
1004
0.60Ac
1000
0.58Ac.
1003
8.40Ac.
62-33
EXHIBIT
"B"

T. L. 4400
3-2E-8DB
BUREN

CITY OF OREGON CITY

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that John Richard Buren and LaVerne Delaine Buren, husband and wife hereinafter called the GRANTOR, do(es) hereby grant unto the City of Oregon City, hereinafter called the CITY, its successors in interest and assigns, all the following real property with the tenements, hereditaments and appurtenances, situated in the County of Clackamas, State of Oregon, to be used and held by the CITY for street, road, right-of-way and public utility purposes, bounded and described as follows, to wit:

See attached Exhibit "A" Legal Description and attached Exhibit "B" Sketch for Legal Description

TO HAVE AND TO HOLD, the above described and granted premises unto the said CITY, its successors in interest and assigns forever.

The true consideration of this conveyance is one dollar, the receipt of which is hereby acknowledged by GRANTOR.

And the GRANTOR above named hereby covenants to and with the CITY, and CITY's successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the GRANTOR has executed this instrument this ____ day of _____, 19__; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

Individuals.
General Partnerships

John R Buren
Signer's Name

LaVerne D Buren
Signer's Name

(If executed by a corporation affix corporate seal)

Corporation.
Limited Partnership

_____
Corporation/Partnership Name

_____
Signer's Name, Title

_____
Signer's Name, Title

Personal Acknowledgement

STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named John Richard Buren and LaVerne Delaine Buren and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:

Notary Public
NOTARY PUBLIC FOR OREGON

My Commission Expires: April 24 1993

(OFFICIAL SEAL)

Corporate Acknowledgement

STATE OF OREGON)
)
County of _____)

Personally appeared _____ and _____ who being duly sworn, each for himself and not one for the other did say that the former is the _____ president and that the latter is the _____ secretary of _____ a corporation, and that the seal affixed to the foregoing instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

_____
NOTARY PUBLIC FOR OREGON

My Commission Expires: _____

(OFFICIAL SEAL)

LaVerne Buren
John Buren
19556 S. Glenview Court
Oregon City, Oregon 97045
(Grantor's Name and Address)

City of Oregon City
320 Warner-Milne Road
Oregon City, Oregon 97045
(Grantee's Name and Address)

Space reserved for County Record's Office

Accepted on behalf of the City of Oregon City on the condition that the property dedication is free and clear from taxes, liens and encumbrances.

_____

Mayor

_____

City Recorder

After Recording Return To:

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

T. L. 4400
3-2E-8DB
BUREN, ET UX

EXHIBIT "A"

Legal Description for Dedication

A tract of land situated in the Samuel N. Vance, Donation Land Claim lying within Section 8, Township 3 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:

COMMENCING at the most Southerly corner of said Vance D.L.C.; THENCE N. 17° 32' E. along the East line of said D. L. C. a distance of 1162.25 feet to the most Southerly line of the duly recorded plat of "GAFFNEY LANE ACRES"; THENCE N. 46° 45' W. along said Southerly line and an extension thereof a distance of 1173.24 feet, more or less, to the most Southerly corner of that certain tract of land conveyed to John Richard Buren, et ux, by deed recorded in Book 696, page 286, Deed Records, Clackamas County, and the POINT OF BEGINNING of the tract herein to be described; THENCE N. 46° 45' W. along the Southwesterly line of said Buren tract a distance of 212.6 feet to the most Westerly corner thereof; THENCE N. 40° 05' E. along the Northwesterly line of said Buren tract a distance of 25.03 feet to a point 25.00 feet (when measured at right angles) from the Southwesterly line of said Buren tract; THENCE S. 46° 45' E. parallel with the Southwesterly line of said Buren tract a distance of 212.6 feet to the Southeasterly line thereof; THENCE S. 40° 05' W. along said Buren tract a distance of 25.03 feet to the POINT OF BEGINNING.

S. FALCON

LANE

ACRES

GAFFNEY

PUBLIC RD

PUBLIC

DRIVE

DAFFINEY

1/4 COR

62-33

25' DEDICATION

SEE MAP 3 2E 6C

SEE MAP 3 2E 6C

FU-10

EXHIBIT B

T. L. 1004
3-2E-8D
KITTELSON

CITY OF OREGON CITY

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that Kenneth Kittelson and Doris Kittelson, husband and wife hereinafter called the GRANTOR, do hereby grant unto the City of Oregon City, hereinafter called the CITY, its successors in interest and assigns, all the following real property with the tenements, hereditaments and appurtenances, situated in the County of Clackamas, State of Oregon, to be used and held by the CITY for street, road, right-of-way and public utility purposes, bounded and described as follows, to wit:

See attached Exhibit "A" Legal Description and attached Exhibit "B" Sketch for Legal Description

TO HAVE AND TO HOLD, the above described and granted premises unto the said CITY, its successors in interest and assigns forever.

The true consideration of this conveyance is one dollar _____, the receipt of which is hereby acknowledged by GRANTOR.

And the GRANTOR above named hereby covenants to and with the CITY, and CITY's successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances

_____

_____ and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the GRANTOR has executed this instrument this ____ day of _____, 19__; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

Individuals,
General Partnerships

Kenneth Kittelson
Signer's Name

Doris L Kittelson
Signer's Name

(If executed by a corporation affix corporate seal)

Corporation,
Limited Partnership

_____
Corporation/Partnership Name

_____
Signer's Name, Title

_____
Signer's Name, Title

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named Kenneth Kittelson and Doris Kittelson and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:
Janette Anderson
NOTARY PUBLIC FOR OREGON

My Commission Expires: April 24, 1993

(OFFICIAL SEAL)

Doris Kittelson
Kenneth Kittelson
19541 S. Glenview Court
Oregon City, Oregon 97045
(Grantor's Name and Address)

City of Oregon City
320 Warner-Milne Road
Oregon City, Oregon 97045
(Grantee's Name and Address)

Corporate Acknowledgement
STATE OF OREGON)
)
County of _____)

Personally appeared _____ and _____ who being duly sworn, each for himself and not one for the other did say that the former is the _____ president and that the latter is the _____ secretary of _____ a corporation, and that the seal affixed to the foregoing instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

_____
NOTARY PUBLIC FOR OREGON

My Commission Expires: _____

(OFFICIAL SEAL)

Space reserved for County Record's Office

Accepted on behalf of the City of Oregon City on the condition that the property dedication is free and clear from taxes, liens and encumbrances.

_____

Mayor

_____

City Recorder

After Recording Return To:

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

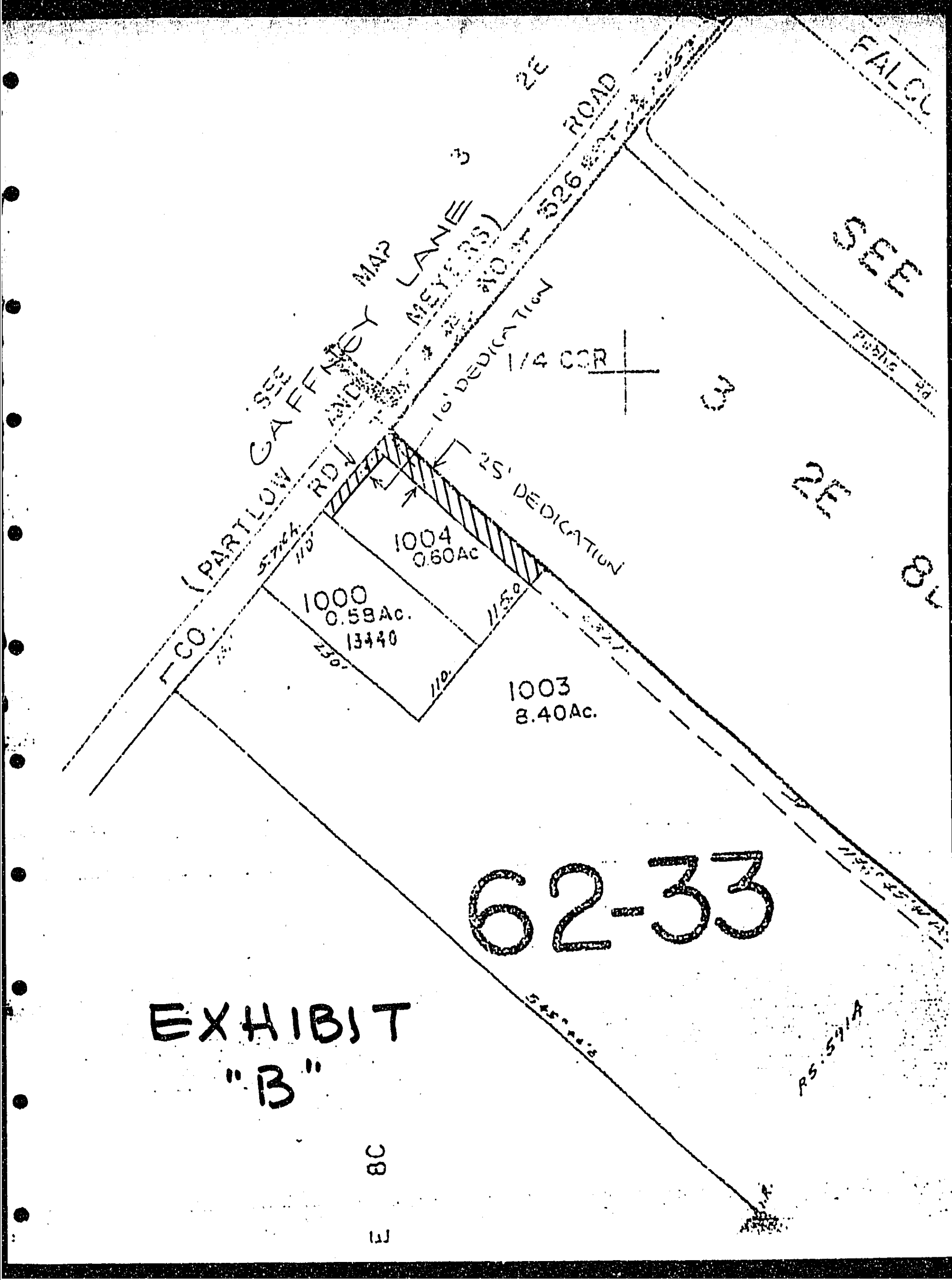
T. L. 1004
3-2E-8D
Kittelson

EXHIBIT "A"

Legal Description for Dedication

A tract of land situated in the Samuel N. Vance, Donation Land Claim lying within Section 8, Township 3 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

COMMENCING at the most Southerly corner of said Vance D.L.C.; THENCE N. 17° 32' E. along the East line thereof, a distance of 1162.25 feet to the most Southerly line of the duly recorded plat of "GAFFNEY LANE ACRES"; THENCE N. 46° 45' W. along said Southerly line and an extension thereof a distance of 1369.84 feet, more or less, to the most easterly corner of that certain tract of land conveyed to Kenneth and Doris Kittelson by deed recorded under Recorders File No. 77-3435 Clackamas County, and the POINT OF BEGINNING of the tract herein to be described; THENCE N. 46° 45' W. along the Northeasterly line of said Kittelson tract a distance of 230.0 feet to the Southeasterly line of Gaffney Lane, County Road No. 526, 40 feet wide; THENCE S. 40° 43' 45" W. along the Southeasterly line of said Gaffney Lane a distance of 115.0 feet to the most Westerly corner of said Kittelson tract; THENCE S. 46° 45' E. along the Southwesterly line of said Kittelson tract a distance of 10.01 feet to a point 10.00 feet Southeasterly of said Gaffney Lane when measured at right angles; THENCE N. 40° 43' 45" E. parallel with Gaffney Lane a distance of 90.0 feet, more or less, to a point 25.00 feet Southwesterly of the Northeasterly line of said Kittelson tract: THENCE S. 46° 45' E. parallel with the Northeasterly line of said Kittelson tract a distance of 220.0 feet, more or less, to the Southeasterly line of said Kittelson tract; THENCE N. 40° 43' 45" E. along said Kittelson tract a distance of 25.0 feet to the POINT OF BEGINNING.


SEE MAP
CAFFNEY LANE
(PARTLOW RD)
ROAD
16' DEDICATION
25' DEDICATION
1/4 COR
1004
0.60Ac.
1000
0.59Ac.
13440
1003
8.40Ac.
F-CO
SEE
62-33
EXHIBIT
"B"
8C

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA 7.

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Resolution No. 90-94 Report No. 90-308
Periodic Review of Comprehensive Plan -
Public Hearing on Final Order

In November 1987, the City received a Notice of Review from the Department of Land Conservation and Development. The notice outlined the four factors established by State law (ORS 197.640 (3) and OAR 660-19-055) by which the City's comprehensive plan and implementing ordinances must be reviewed. The four factors are summarized as follows:

1. substantial change in circumstances
2. new statewide planning goals or administrative rules
3. new state agency programs
4. additional planning requirements not yet performed

Following receipt of the review notice, the City contracted with the Benkendorf Associates to compile the periodic review order to comply with the four factors. The Planning Division staff completed the requirements necessary to carry out the requirements of the order

The Planning Commission, along with an 11-member citizen's committee, has conducted a detailed review of the periodic review requirements. The Planning Commission has also held hearings on all of the implementing ordinances needed to carry out the Four Factors. The Planning Commission held a public hearing on the Final Order on December 13, 1990. Their recommendation was to recommend that the Final Order be approved and forwarded to the Department of Land Conservation for their review. The Final Periodic Review Order is attached for Commission review.

Attached for Commission review is Resolution No. 90-94 which would adopt the Final Periodic Review Order and allow for its submittal to the Department of Land Conservation and Development.

CHARLES LEESON
City Manager

DCM/im

attach.

cc: Development Services Director
Planning Division

ISSUED BY THE CITY MANAGER

RESOLUTION NO. 90-94

A RESOLUTION ADOPTING THE FINAL PERIODIC REVIEW ORDER AND FORWARDING IT TO THE DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT FOR REVIEW.

WHEREAS, ORS 197.640 requires local governments to evaluate the Comprehensive Plan at least every five years, and

WHEREAS, the City of Oregon City has undertaken a review of the Comprehensive Plan to bring the Plan into compliance with the Four Factors, and

WHEREAS, the Oregon City Planning Commission has reviewed the Final Order at a public hearing on December 13, 1990, and

WHEREAS, the Oregon City Planning Commission has recommended submittal of the Final Order to the Department of Land Conservation and Development as meeting the Periodic Review requirements and is attached as Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City

1. That the Final Periodic Review Order meets the requirements of ORS 197.640 to .649 and OAR 660, Division 19

2. That the Final Periodic Review Order be submitted to the Department of Land Conservation and Development for review and approval.

Adopted, signed and approved this 19th day of December, 1990.

Mayor-Commissioner	Commissioner
Commissioner	Commissioner
Commissioner	Comprising the City Commission of Oregon City, Oregon

EXHIBIT "A" RESOLUTION 90-94

CITY OF OREGON CITY, OREGON

FINAL LOCAL REVIEW ORDER

I. INTRODUCTION

ORS 197.640 requires cities and counties to review their Comprehensive Plans and land use regulations periodically and make changes necessary to keep plans and regulations current, in compliance with the statewide planning goals, and coordinated with the plans and programs of state agencies. Local governments must adopt findings in the form of a Local Review Order responding to four periodic review factors and enact necessary measures to bring their Plan and regulations into compliance with the Periodic Review factors. This proposed Local Review Order provides findings and recommends amendments to the City of Oregon City's Plan and development ordinances in order to satisfy the Periodic Review requirements of ORS 197.640 and OAR 660, Division 19, "Periodic Review."

In addition, a policy in the Oregon City Comprehensive Plan (Policy 4, page O-4) requires a review of the Plan and all supporting documents at least every five years. This Order and the present Review also serve to satisfy this policy requirement.

II. BACKGROUND INFORMATION

A. The City of Oregon City's Plan and land use regulations were adopted as follows:

Ordinance Title	Ordinance No.	Effective Date
o Comprehensive Plan and implementing Ordinances including:	1953	3/13/82

- Comprehensive Land Use Plan
- Zoning Ordinance
- Subdivision Ordinance
- Zoning and Plan Maps

o	Amendments Prior to Acknowledgment including:	1998	5/5/82

- Comprehensive Land Use Plan
- Zoning Ordinance
- Subdivision Ordinance
- Zoning and Plan Maps

B. The City's Plan and development ordinances were acknowledged to be in compliance with the statewide planning goals on April 16, 1982.

C. There have been eleven amendments to Oregon City's implementing ordinances approved by the City Commission since acknowledgment. These amendments are summarized below:

1. Ordinance No. 85-1005 Adopted 5/9/85

Amendment to the standards of the C General Commercial zone to eliminate reference to a "maximum of 2 1/2 stories" permitted. The 35 foot height limitations of the zone remained unchanged.

2. Ordinance No. 85-1016 Adopted 11/6/85

Miscellaneous amendments to the Historic Conservation Overlay District including provisions to allow staff approval of certain exterior alterations.

3. Ordinance No. 86-1009 Adopted 5/7/86

Amendment to the zoning code to allow administrative approval of minor variances.

4. Ordinance No. 85-1015 Adopted 9/12/85

Amendment to the partitioning requirements of the City Code to encourage in-fill development with flag lots.

5. Ordinance No. 87-1002 Adopted 4/9/87

Miscellaneous amendments to the City's Flood Plain Overlay District to conform with FEMA revisions.

6. Ordinance No. 87-1016 Adopted 12/2/87

Amendment to allow more efficient management of conditional use permits, revocation of permits, and review of previously granted permits.

7. Ordinance No. 90-1000 Adopted 1/17/90

Amends the zoning code to create specific regulations for accessory structures.

8. Ordinance No. 90-1001 Adopted 1/17/90

Amendment to the zoning code so that where another ordinance regulation conflicts the more restrictive shall apply.

9. Ordinance No. 90-1002 Adopted 1/17/90

Amend the zoning ordinance to apply compatibility criteria for planned developments.

10. Ordinance No. 90-1035 Adopted 6/20/90

Amendment to zoning ordinance to create a "TC", Tourist Commercial zone.

11. Ordinance No. 90-1050 Adopted 10/3/90

Amendment to the subdivision ordinance to amend flag lot requirements for duplexes, revisions to street standards and procedures section to comply with the Transportation Master Plan and Procedures Ordinance.

It should be noted that changes related to this Order are not included in this list.

D. As of June 1988, there have been nine amendments to the Oregon City Plan approved by the City Commission since acknowledgment. These amendments are summarized below:

1. Ordinance No. 1987 Adopted 1981

Linville Change from LR-Low Density Residential to HR-High Density Residential for 8.5 acres.

2. Ordinance No. 83-1015 Adopted 1983

Red Soils/Randall Change from O-Office to I-Industrial for 97.7 acres and from HR-High Density Residential to I-Industrial for 12.4 acres.

3. Ordinance No. 85-1003 Adopted 1985

Beavercreek Road Change from MR-Medium Density Residential to Commercial for 9.2 acres and from LR-Low Density Residential to C-Commercial for 4.0 acres.

4. Ordinance No. 85-1004 Adopted 1985

Justice Change from LR-Low Density Residential to C-Commercial for 0.6 acres.

5. Ordinance No. 85-1008 Adopted 1985

Shrake/Lilly Change from LR-Low Density Residential to C-Commercial for 6.5 acres.

6. Ordinance No. 88-1005 Adopted 1988

Mitchell Change from LR-Low Density Residential to C-Commercial for 0.2 acres.

7. Ordinance No. 89-1043 Adopted 12/20/89

Amendment to the Comprehensive Plan to add new policies related to planned developments.

8. Ordinance No. 90-1048 Adopted 9/19/90

Neff Change from O-Office to C-Commercial for 2.75 acres.

9. Ordinance No. 90-1056 Adopted 10/17/90

Stuck Change from LR-Low Density Residential to O-Office for .48 acres.

It should be noted that changes related to this Order are not included in this list.

Summary totals of the plan amendments are provided below:

Table 1

PLAN AMENDMENT ACREAGE TOTALS

1981-1990

LR	MR	HR	C	O	I
-20.28	-9.2	-3.9	+20.5	-95.43	+110.1

Source: City Planning Department Records

III. PERIODIC REVIEW FINDINGS AND CONCLUSIONS

A. The City began its Periodic Review on January 20, 1988, when the City Council directed the City Manager to contract with The Benkendorf Associates Corporation to review the DLCD notice dated November 18, 1987.

B. On May 19, 1988, Mr. James Ross, Director of DLCD, granted the City of Oregon City, an extension until July 31, 1988 for submittal of the proposed Periodic Review Order. An additional extension was granted to February 1991.

C. The City Planning Commission along with citizens from remaining neighborhood associations have served as the Committee for Citizen Involvement (CCI) during Periodic Review. Planning Commission meetings have provided the primary forum for citizen input to the Periodic Review process.

D. On February 18, 1988, the Planning Commission held a Special Public Meeting to provide citizens with the opportunity to identify planning problems that should be addressed during the Periodic Review process. Approximately 30 persons attended the meeting, with 12 persons presenting issues to the Planning Commission.

E. At the March, 1988, April, 1988, and July, 1988 meetings of the Planning Commission, Comprehensive Plan Amendments for new Commercial areas were discussed.

F. Additional public meetings discussing the City's periodic review were conducted by the Planning Commission on November 24, 1987, May 24, 1988, July 12, 1988, July 19, 1988, August 2, 1988. The Planning Commission and the Periodic Review Advisory Committee (PRAC) also met on August 30, 1988, September 13, 1988 and September 20, 1988.

G. The Planning Commission held a hearing on September 27, 1988 to consider the recommendation of the PRAC on the proposed Review Order.

H. The City Commission held a public meeting on October 5, 1988 to consider adoption of this proposed Review Order as the City's official response to the DLCD notice.

I. The City Commission has scheduled a final public hearing to adopt the Local Review Order and proposed Plan and development ordinance amendments for December 19, 1990.

J. There are four factors under OAR 660-19-055 which must be addressed in the Periodic Review of the Comprehensive Plan and implementing ordinances. These apply to the City of Oregon City as follows:

FACTOR ONE
SUBSTANTIAL CHANGE IN CIRCUMSTANCES

A. Major Unanticipated Developments or Events
Subfactor 1-A

"Major developments or events which have occurred that the acknowledged plan did not assume or anticipate, or major developments or events which have not occurred that the acknowledged plan did assume or anticipate. Local Periodic Review findings must describe any occurrences such as the construction of or decision not to build a large project like a major reservoir, a regional shopping center, a major energy or transportation facility; a significant change in the local government's natural resources or economic base; significant unexpected population growth; significant consecutive decline in population growth rate; failure or inability to provide public facilities and services in accordance with the plan, etc."

Findings: Three unanticipated occurrences or events have caused a change of circumstances in Oregon City. The first issue includes the overall lack of demand for new residential development in the City and the corresponding lack of population growth. The second issue involves the unanticipated pressure for conversion of land to commercial use along the Oregon City Bypass, which opened in 1986. The third issue is the City's desire to use the Comprehensive Plan to actively plan for land use within the unincorporated Urban Growth Boundary. The land use and planning implications associated with each of the issues are summarized below.

1. Population Growth Less than Projected

a. **Population** - Oregon City's acknowledged Comprehensive Plan was based upon a projected Year 2000 population of 38,000 to 40,400. Based on METRO Housing projections, the Plan projected that in the year 2000, 20,700 persons will reside within the incorporated area defined by 1981 City limits. The Plan projected that in the year 2000, 40,400 persons will live within the Oregon City UGB with 19,700 persons occupying the area between the UGB and the 1981 City limits. Unless growth increases dramatically, Oregon City will fall far short of the projected total.

Based on Portland State University population data and an inventory of housing units within the unincorporated Oregon City UGB, the 1987 population within the UGB was estimated at approximately 19,139 persons. The calculations follow:

1987 Oregon City UGB Population

1,583 housing units within unincorporated UGB x 2.76 persons per household (Metro District 9 population/units) = 4,369 persons

Unincorporated UGB population	4,369
Oregon City population	+14,770
TOTAL	19,139

According to the Center for Population Research and Census data, population in Oregon City fluctuated in the 1980's. Population declined from 1980 to 1983 and has increased since 1983. From 1980-1987 population has increased by less than 1%. Over the same time period population grew by 4.5% in the Portland region and 5.5% in Clackamas County. If recent growth trends continue, Oregon City will have only 21,365 persons living in the UGB in the year 2000 based on current estimates of population and the City's average annual growth rate from 1983-1987 (.85% per year). See Table 3.

Table 2
POPULATION
1980-1989

	1980	1983	1985	1987	1989
Oregon City	14,673	14,280	14,500	14,770	16,451
Clackamas County	241,911	243,600	248,200	255,100	265,500
Portland SMSA	1,105,750	1,114,700	1,135,600	1,155,500	1,361,900

Source: PSU Center for Population Research and Census

Table 3
POPULATION GROWTH
1980-1987

	Percent Change		Average Annual Growth Rate	
	1980-1987	1983-1987	1980-1987	1983-1987
Oregon City	0.7%	3.4%	.09%	.85%
Clackamas Co.	5.5%	4.7%	.76%	1 16%
Portland SMSA	4.5%	3.7%	.63%	.90%

Source: Table 2

Metro has prepared population forecasts to the year 2005 for the Portland region. Based on the forecasts, Oregon City will recover and will experience healthy growth through 2005 but will not achieve the population totals listed in the Comprehensive Plan. Based on the growth rate forecast for District 9 (Census tracts 223, 224, 225, and 226), the City will have a population of 28,768 within the UGB in the year 2005. The Metro growth rate provides a 2005 population figure that is 29% less than the year 2000 figure projected in the Plan.

Table 4
METRO POPULATION GROWTH FORECAST

	1983	2005	Average annual growth rate
District 9	24,485	40,299	2.29%
Clackamas Co.	243,600	362,477	1.82%
Portland SMSA	1,258,501	1,739,572	1.48%

Source: A Regional Population and Employment Forecast to 1990 and 2005 July 1985, Metropolitan Service District

b. **Reasons for Slow Growth** - Oregon City's slow growth during the 1980's can be attributed to two factors, sewers and taxes. In the decade from 1970-1980, Oregon City's population grew by 59.9% which was a greater percentage increase than either Clackamas County or the Portland region during the same time period. The rapid growth resulted in the City exceeding the capacity of its sewer system. To remedy the situation, the State Department of Environmental Quality imposed a limitation on new sewer connections until a bond measure could be passed financing a new sewage treatment plant. No new sewer connections permits for major projects were issued from 1977- 1983. Therefore, any potential for growth was eliminated. To compound the problem, when the moratorium ended, Oregon was in the midst of a major economic recession. As the economy began to recover, other areas such as West Linn, Lake Oswego, and Clackamas experienced substantial growth in housing. Residential development activity in Oregon City did not recover at the same time.

More recently, Oregon City's property tax rate has been blamed for the lack of development. The City's 1987-88 combined property tax rate of $32.57/$1000 of assessed value is the highest of all Portland Metro area communities and is one of the highest in the state. In an effort to promote development, the City has managed to lower its portion of the overall rate
from 27% in 1981-82 to 22.7% in 1987-88. Although the City has lowered its portion, other taxing bodies have raised levies, so that the overall tax rate has increased by $3/$1000 over the same time period.

Reasons given for the high rate include a small industrial employment base, a large percentage of older homes of low-to-moderate value, and a large percentage of tax exempt property. One City study estimated that 29% of the City's land base was either in public use (schools/government) or in church use and was, therefore, tax exempt. A small industrial base, large amounts of exempt land, and lower valued housing create a low overall assessed value which results in higher property taxes for City residents. According to numerous Oregon City real estate agents, the high taxes have contributed greatly to a sluggish real estate market in the community.

c. **Land Use Implications** - The primary implication of slow population growth is a surplus of residential land within the Oregon City UGB through the year 2005 and beyond. Based on METRO growth rates, Oregon City's UGB population will be 29% less than what was

projected for the year 2000. Because land within the UGB was designated to accommodate the year 2000 population, it can be assumed that a residential land surplus of 29% will be available within the UGB at the end of the planning period in 2009. The surplus presents one advantage by creating the flexibility to address the meeting needs for commercial and industrial land. If new land is needed for commercial or industrial purposes, the inventory of buildable residential land will not be negatively affected. The surplus also presents an advantage in regard to the long term planning for the City because planning horizons can be extended.

The primary land use implication of the high tax rate is a very urgent need to attract new development that will increase the overall assessed value in the community. The increase in value will result in lower tax rates and make the community more desirable as a residential location. New industrial and commercial development provide the quickest means of adding to the overall assessed value of the community. It is imperative therefore, that the City designate adequate quantities of well suited commercial and industrial land for economic development purposes.

2. Highway 213

a. **Highway 213 traffic patterns** - While the Highway 213 was planned for and included in the Comprehensive Plan, the development pressures and opportunities associated with the Highway 213 were not anticipated.

The Oregon City Bypass opened in November 1986 and connects I- 205 with Highway 213. With construction, the Bypass became State Highway 213 and the old State Highway (Molalla Avenue/7th Street) was transferred to the jurisdiction of the City. Highway 213 serves rural residential areas to the south of Oregon City by providing easy access to the freeway system and related commercial/ employment centers of the Portland Metro area. Based on Metro's population forecasts, it is estimated that in 1987, 11,800 persons resided in the rural residential areas south of the City including Mulino and Beavercreek (Census tracts 230 and 237). This population is outside the UGB but has relied on Oregon City for many goods and services.

Prior to the Highway 213 construction, the residents of the rural residential area were forced to travel through the core of Oregon City, along Washington Street, 7th Street, and Molalla Avenue. The commercial shopping centers in the Hilltop area were developed

partly in response to the commercial pressures of the rural residential areas. With construction of Highway 213, traffic patterns have shifted east away from established commercial areas along Molalla Avenue. After Highway 213 opened in 1986, Average Daily Traffic on Molalla Avenue to the south of Warner Milne Road dropped from 31,662 to 18,350 vehicle trips per day. This represents a 42% decrease in drive-by traffic for commercial establishments.

January 1988 traffic figures for Highway 213 and Beavercreek Road verify that Highway 213 is a vital major arterial through the area. Average daily traffic was measured as follows:

o	Bypass N. of Beavercreek Road	25,948 ADT
o	Bypass S. of Beavercreek Road	12,540 ADT
o	Beavercreek Road E. of Hwy. 213	15,111 ADT
o	Beavercreek Road W. of Hwy. 213	16,018 ADT

b. **Land use implications** - Based on the shift in traffic, land in the vicinity of Highway 213 has outstanding development potential. Developers and investors have recognized this fact and have begun preliminary work for a 10-20 acre shopping center at a site zoned M-1 Light Industrial located at the southeast corner of the intersection of the Highway 213 and Beavercreek Road. Commercial uses are allowed in the M-1 zone. Other, more speculative, commercial development interest has been expressed by residential land owners along South Molalla Avenue to the south of the Highway 213 intersection.

Land in the vicinity of Highway 213 offers easy access to I-205 and therefore has become much more attractive for industrial development. Relatively large undeveloped parcels are located off of Beavercreek Road and off of Glen Oaks Road. The parcels provide the potential for a new industrial and employment center for the Oregon City area. Commercial and industrial development activity in the vicinity of the Bypass will impact both the street system and the urban design of the City. To mitigate impacts, the City should establish new design review procedures that evaluate traffic impacts and encourage attractive building and landscape design.

3. Active Plan

The Clackamas County Comprehensive Plan designates future land use for areas inside the Oregon City Urban Growth Boundary. The City Plan Map does not include plan designations within the UGB and is considered an inactive plan. The City/County Urban Growth Boundary Management Agreement requires that land must be annexed to the City before it can be developed. By including the plan designations for the UGB area on the City Plan Map, the Oregon City Comprehensive Plan can become a more useful active planning tool for the City and land developers. City planners will need to refer to only one plan map when discussing potential land development within the UGB. This will simplify the process and eliminate confusion regarding jurisdictional responsibilities.

Planning for land use in the Holcomb Outlook Park Place (HOPP) neighborhood will be another benefit of establishing an active plan. The HOPP area has recently been annexed to the City so that the area can be provided with sewer service. An active plan will help clarify future land use designations in the area.

Conclusion Subfactor 1-A:

Although growth has been less than anticipated when the Comprehensive Plan was originally drafted, the acknowledged Comprehensive Plan continues to provide an adequate framework for the short-term residential growth and development of the community. Because growth has not met projections, surplus residential land is located within the UGB. The surplus provides Oregon City with a degree of land use flexibility which will help the City address the need for new commercial/ industrial land. The City's high tax rate is a barrier to additional residential development. Expansion of the City's commercial/ industrial base will broaden the tax base and lower taxes.

B. Cumulative Effects of Plan Amendments and Implementation Actions Subfactor 1-B

"Cumulative effects resulting from plan and land use regulation amendments and implementation actions on the acknowledged plan's factual base, map designations, and policies which relate to statewide goal requirements.

(1) For local governments responsible for plans inside urban growth boundaries, periodic review findings must describe the cumulative effects of plan and land use regulation amendments and implementation actions on the overall urban land supply for the plan's chosen (usually 20 years) time-frame; on the amount of vacant buildable land remaining for needed housing and economic development; on the provision of public facilities and services to meet development needs identified in the plan; on the

protection of Willamette Greenway values and resource; on the amount of vacant, especially suited, water-dependent coastal shoreland areas; and on other specific statewide planning goal matters than the Director includes on the local government's periodic review notice."

Findings: Cummulative effects are discussed as follows:

1. **Implementing Ordinances**

Section II.C. of the Periodic Review Order lists eleven amendments to Oregon City's implementing ordinances. The amendments addressed:

- o Maximum building stories in C-Commercial zones
- o Administrative approvals within the Historic Conservation Overlay District
- o Administrative approvals of minor variances
- o Flag lot partition standards
- o Flood Plain Overlay District changes to meet FEMA requirements
- o Conditional Use permitting procedures
- o Compatibility standards of planned developments
- o Regulations for accessory structures
- o Resolution of conflicting ordinance provisions
- o Subdivision regulation housekeeping changes
- o Creation of a tourist commercial zone

The amendments to the land use regulations have not effected densities or the supply of land for urban uses. The cumulative effects of the amendments on the plan's factual base, map designations, and Goal related policies are negligible.

2. **Comprehensive Plan Amendments**

Section II.D of the Periodic Review Order lists nine amendments to the Plan. One of the changes was a text amendment. The overall effect of the other eight changes on the plan categories are summarized below:

Plan Category	Acreage Change
Low Density Residential	- 20.28
Medium Density Residential	- 9.2
High Density Residential	- 3.9
Commercial	+ 20.5
Office	- 95.43
Indust	+ 110.1

Commercial/Industrial - The substantial increase in Industrial land and the corresponding decrease in Office land resulted from the Red Soils plan amendment. The change represented the City's desire to develop the Red Soils area as a high tech industrial park.

All but 3.55 acres of the Commercial changes were a result of commercial pressure brought on by Highway 213. Amendments for commercial use were initiated along Beavercreek Road and at the south end of the Bypass. The 2.75 acre change was in the Molalla Avenue/Warner-Milne Road area.

The impacts of Commercial and Industrial land designations are discussed further in the Goal 9 Section of the Periodic Review Order.

Residential - The loss of 3.9 acres of High Density Residential land and 9.2 acres of Medium Density Residential land require adjustments to the City's inventory of buildable land to remain in compliance with Goal 10. At a minimum, 3.9 acres of new High Density property and 9.2 acres of new Medium Density property must be designated to replace land that was deleted from the inventory that was available for these uses at the time of original acknowledgment.

When the Oregon City and Clackamas County Comprehensive Plans were acknowledged, they were found to be in compliance with Goal 10 and the Metropolitan Housing Rule (OAR 660-07-000). The Metropolitan Housing Rule requires that sufficient land be provided so that at least 50 percent of new residential units can be attached single family or multi-family housing. The Rule also requires that the overall density in the Oregon City area be eight or more dwelling units per net buildable acre.

Changes that have occurred since acknowledgment, including annexation of County land and subsequent plan amendments, have changed the mix of high density to low density required under the Metropolitan Housing Rule. By designating new high density and medium density land, Oregon City can restore the mix of residential uses that were originally acknowledged.

3. Buildable Lands

Commercial/Industrial - Table 5 presents the June 1988 Commercial and Industrial buildable land totals for the Oregon City area. The adequacy of the inventory will be addressed in the discussion of commercial/industrial land use needs in the Goal 9 Section of the Review Order.

Table 5
COMMERCIAL/INDUSTRIAL BUILDABLE LANDS
IN ACRES
JUNE 1988

Plan Categories	City Totals	Unincorporated UGB Totals	UGB Totals
Commercial	29.5	0	29.5
Office	45.8	0	45.8
Industrial	220.7	3.6	224.3
Campus Industrial	0	82.7	82.7

Source: 1988 Oregon City Planning Department Inventory

Residential - The inventory of residential buildable land is presented in Table 6. The Goal 10 Section of the Review Order addresses housing needs and the adequacy of the inventory.

Table 6
RESIDENTIAL BUILDABLE LANDS IN ACRES
JUNE 1988

Plan Categories	City Totals	Unincorporated UGB Totals	UGB Totals
Low density	355.7	1307.1	1662.8
Medium density	24.6	14.9	39.5
High density	11.6	0	11.6

Source: 1988 Oregon City Planning Department inventory

4. Willamette Greenway

The City has approved seven Willamette Greenway Permits since acknowledgment of the Comprehensive Plan. The approvals have included six permits at the Smurfit (formerly Publisher's) Paper Mill site. The Greenway can be characterized as industrial adjacent to the paper mill and the cumulative effects of the Greenway Permit approvals have not had the effect of expanding the industrial character. The permits have allowed the paper mill to make alterations to existing facilities to improve operations. The only other Greenway Permit approved by the City was for a steam pipeline that was to be a part of METRO's Resource Recovery Plant. The plant and the pipeline were never constructed.

Conclusion Subfactor 1-B: Amendments to implementing ordinances did not have significant cumulative effects on the Plan. Greenway Permit approvals have not resulted in significant changes to the character of the Greenway. Plan map amendments have resulted in changes to the inventory of buildable medium density and high density residential land. The changes require new land to be designated for the uses to assure adequate opportunities for the development of medium and high density residential uses.

C. Decision to Delay or Not Carry Out Plan Policies Subfactor 1-C

"Oversight or a decision by the local government to delay or not carry out plan policies which relate to a statewide goal requirement. Local periodic review findings must describe why, for example, a revised inventory of natural hazards, or a date-specific, overall revision of the plan, etc., have not been completed."

Findings: The City has generally carried out plan policies consistent with local priorities and funding capabilities. The City has not adequately implemented its plan policies related to citizen involvement. The Plan requires the City to maintain a Citizen Involvement Committee (CIC) Council which is the officially recognized citizen advisory committee for the City. The original CIC consisted of members from each of the City's eight identified neighborhood associations. Upon completion of the Comprehensive Plan in the early 1980's, the CIC disbanded. Without organizational support from the City, the neighborhood associations became inactive. To comply with Statewide Planning Goal 1 Citizen Involvement, the City must implement or revise its citizen involvement program and amend the Comprehensive Plan. To proceed through the Periodic Review process, citizens from the eight neighborhood areas have been recruited to sit with the Planning Commission and make recommendations to the City Commission.

Conclusion Subfactor 1-C: The City has not fully implemented its policies addressing citizen involvement. The City will resurect and coordinate the existing citizen involvement program.

D. Availability Of New Inventory Information Subfactor 1-D

"Incorporation into the plan of new inventory material which relates to a statewide goal made available to the jurisdiction after acknowledgment. Local periodic review findings must list what applicable published state or federal reports have been made available to the jurisdiction after acknowledgment containing new material, for example, on groundwater availability, air quality, big game habitat, census information, soil surveys, natural hazards, etc., and describe what steps, including any amendments to the plan's factual base, policies, map designations and land use regulations, have been taken in response to this information."

Findings: Updated inventory information from several agencies was mentioned in the DLCD periodic review notice to the City. The City has obtained and reviewed all listed inventories and finds that this information applies to the plan as follows:

1. Oregon Department of Transportation (ODOT)

Oregon Trail Inventory: The City considers the Oregon Trail to be a historic resource, therefore the inventory of the trail conducted by Clackamas County is considered under the Goal 5 section of this Review Order.

Parks: There are no State Parks within the Oregon City Urban Growth Boundary (UGB). Since the Oregon City Comprehensive Plan was written, the following planned parks have been developed:

o	Stafford Park:	2.1 acres on Holmes Lane
o	Chapin Park:	17.5 acres on Warner-Parrot Road
o	Old Canemah Park:	This park was not listed in the Comprehensive Plan, but was depicted on a proposed park map.

The City is currently in the process of developing a Park Master Plan. The plan will include a new inventory of existing facilities as well as a development program. When completed, the Park Master Plan will be adopted as an element of the Comprehensive Plan.

Airport Inventory Updates: The Oregon City Airport extends approximately 450 feet inside the Oregon City UGB. The majority of the airfield is located outside of the UGB and is under county jurisdiction. The airport is a private use airport.

Highway Inventory Updates: The City has reviewed the Six-Year Highway Improvement Program, 1989-1994, dated June 1988. The program includes the following projects within or adjacent to the Oregon City UGB:

SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Construction Projects

#046 Hwy 99E Clackamas Park Bridge reconstruction - FY 1990
#066 Oregon City Park and Ride Facility - FY 1991

Considered Projects (not on six-year plan)

Hwy 99E	Signal at S. 2nd Street (near Art's Cafe)
Hwy 99E	Signals from the Oregon City Shopping Center to 10th Street
Hwy 99E	Redecking the McLoughlin Bridge I-205 Ice detectors on the Willamette River Bridge

The above projects are consistent with the City's transportation goals and policies.

Functional Classification: The City has adopted a new Transportation Master Plan. The plan includes a street inventory and street classification standards. The plan has been adopted as an element of the City Comprehensive Plan.

2. **Department of Environmental Quality (DEQ)**

Annual Air Quality Reports: No significant deterioration in air quality has occurred in the airshed. The 1986 Oregon Air Quality Report indicates a general improvement in air quality over 1985. The City has not had any development since acknowledgment of its Plan by DLCD which emits significant air pollution. No amendments to the Plan policies, standards, or implementing ordinances are necessary based on the analysis of updated DEQ air quality information (see Factor 3, pages 63-64).

Biennial Water Quality Assessment Reports: DEQ has provided a map at scale 1:500,000 illustrating regional "sensitive aquifers". The map indicates that most of the City is not within the sensitive aquifer. The lower stretch of Abernathy Creek (the area around Rossman's Landfill) is located within the area mapped as sensitive aquifer.

Hazardous and Solid Waste Report: The DEQ Hazardous and Solid Waste Report identifies applicable laws and programs conducted by the Department of Environmental Quality. No inventory data specific to Oregon City are provided. The laws and programs identified in the Report indicate that no new Plan policies are needed.

Since the Oregon City Comprehensive Plan was written, Rossman's Landfill has closed and the Clackamas Transfer and Recycling Center (CTRC) has opened. The CTRC is a solid waste transfer station administered by the Metropolitan Service District (METRO). Waste, brought to the facility by private haulers and the public, is transferred to St. John's Landfill in Portland. CTRC was designed to serve the Clackamas County area but has been providing waste transfer service to portions of Washington and Multnomah Counties. In 1988, CTRC was renamed Metro South Station.

METRO is in the process of preparing a regional Solid Waste Plan that will address solid waste as a regional issue - and result in new transfer stations in Washington and Multnomah Counties. Oregon City recognizes METRO's responsibility in planning for the disposal of solid waste.

4. **Economic Development Department (EDD)**

State and National Trend Data: EDD provided several volumes of data from the Oregon Economic Trends project. Information from the Economic Trends project, with other economic data, has been used to address economic needs in the Goal 9 Section of this Review Order.

5. **Portland State University (PSU)**

Updated population estimates from the Portland State University Center for Population Research and Census are discussed under Subfactor 1-A, above.

6. **U.S. Fish and Wildlife Service**

The City has reviewed the National Wetlands Inventory provided by the U.S. Fish and Wildlife Service. In general, there are few areas identified as wetlands within the Oregon City UGB. The National Wetlands Inventory is discussed further in the Goal 5 Section of this Review Order.

7. **Other:**

In 1986, the City updated its inventory of historic properties. The Historic Review Board added 51 new historic properties to the City's inventory.

Conclusion Subfactor 1-D: The updated plan needs to include the applicable inventory information as noted above. When the amendments are adopted, the City will comply with this subsection of Factor One.

E. **New or Revised Statutes**

Subfactor 1-E

"Consistency of the plan and land use regulations with new or amended statutes adopted since acknowledgment. Local Periodic review findings must address new statutes adopted since initial acknowledgment and explain how the plan and land use regulations continue to meet the statutory requirements."

Findings: The effects of new statutory requirements on the Oregon City Comprehensive Plan and Implementing Ordinances are addressed as follows:

1. **ORS 197.295-313: Needed Housing**

ORS 197.303 elaborates on Goal 10, Housing, by stating that "needed housing" also means: "(a) Housing that includes, but is not limited to, attached and detached single-family housing and multiple-family housing for both owner and renter occupancy and manufactured homes; and (b) Government assisted housing". The statute exempts "City with a population of less than 2,500" from the requirements of ORS 197.303(1)(a). The City's response to ORS 197.295-313 is addressed under Factor Two in response to the Goal 10 Metropolitan Housing Rule.

2. **ORS 197.732 Goal Exceptions**

The City's response to ORS 197.732 is addressed under Factor Two in response to the Goal 2 Rule.

3. **ORS 197.732 Lands Available for Urban Development**

ORS 197.752 requires that (1) "lands within urban growth boundaries shall be available for urban development concurrent with the provision of key urban facilities and services in accordance with locally adopted development standards;" and (2) "notwithstanding ORS 197.752(1) lands not needed for urban uses during the planning period may be designated for agriculture, forestry or other non-urban uses."

Except for areas designated for Resource Protection through the County Comprehensive Plan, all land within the existing UGB is planned for urban use. Based on the City/County Urban Growth Boundary

Management Agreement, land is eligible for urbanization upon annexation to the City. The City is in the process of developing new administrative policies and procedures that will set criteria and standards for annexation.

Current plan policies (Growth and Urbanization) and the new administrative policies (See Appendix A) provide guidance for the conversion of urbanizable land to urban uses. Policies provide that land within the UGB may be converted to urban uses concurrent with annexation and the provision of an urban level of urban facilities and services.

4. **ORS 227.175: Application for Permit or Zone Change Fees**

ORS 227.175 requires a city to "establish fees charged for processing permits at an amount no more than the actual or average cost of providing that service." The city's adopted fee schedule meets the requirement of ORS 227.175. A copy is enclosed and no revisions are necessary. (See Appendix B).

Consistent with ORS 227.175 (2) current City procedures allow an applicant to submit application materials concurrently for all permits and zone changes needed for a development project.

ORS 227.175 (3)-(6) is not satisfied by current City procedures which require hearings and notice to residents of areas affected by zone changes. Although notice is currently mailed to all residents who reside within 300 feet of a proposed zone change, tenants of mobile home parks are not notified. The entire Section 13, Zoning, of the City Code has been amended to ensure mobile home park tenants are notified. (Ordinance No. 90-1044).

5. **ORS 227.178: Final Action on Permit Application Within 120 Days**

ORS 227.178 requires a city to take final action on a permit application or zone change within 120 days of receipt of a complete application. This time requirement does not apply to an acknowledged Comprehensive Plan amendment or adoption of a new land use regulation.

Chapters 12 and Chapter 13 of the City Code set forth procedures for zone changes and other land use actions. The procedures require initial action by the Planning Commission within 60 days of the filing date of a complete application. An appeal of the decision must be filed within 10 days of the decision. No time limit is set for City Commission action.

To comply with ORS 227.178, the City amended the code so that decisions shall be final within 120 days of the date an application has been filed. (Ordinance No. 90-1044).

6. **ORS 227.180: Review of Action on Permit Application**

ORS 227.180 allows a city to establish whether an aggrieved party may appeal a Hearings Officer decision to the Planning Commission or City Council or the City may declare that a Hearings Officer's decisions are final decisions. The statute also establishes that reasonable appeal fees may be set and defines ex parte contacts.

The City does not use a Hearings Officer for conducting land use hearings and fees for appeals are reasonable and associated with the actual cost of transcript preparation. Therefore, much of this statute is inapplicable to Oregon City. The statute's provisions regarding ex parte contacts are self-executing and need not be included in the City's Plan or ordinances.

7. **ORS 443.530 through ORS 443.550, ORS 443.600: Residential Care Facilities and ORS 443.590: Residential Homes**

ORS 443.590 enacts a statewide policy stating that "physically or mentally handicapped persons are entitled to live as normally as possible within communities because their disability requires them to live in groups." ORS 443.600 (1) provides that a "residential home shall be considered a residential use for zoning purposes, including areas zoned for single-family dwellings. No city or county shall enact or enforce zoning ordinances prohibiting the use of a residential dwelling, located in an area zoned for residential use as a residential home."

Oregon City does not regulate group homes for five or less persons. If six or more individuals occupy a structure for foster care, the use is defined as a residential care facility subject to conditional use procedures within the City's residential districts. The limitation on the number of persons within a group home is set forth in the definition of "Family" and applies generally to all residential uses. Because the City does not prohibit group homes in residential areas, the City meets the statute requirements.

8. **ORS 197.480 to ORS 197.490: Mobile Home Parks**

ORS 197.480 requires that each city and county provide for mobile home parks as an allowed use on buildable land within a UGB. The statute requires that mobile home parks be permitted in areas planned for a residential density of six to twelve units per acre. ORS 197.485 provides

that mobile homes can not be prohibited due solely to the age of the structure. ORS 197.490 states that mobile home parks shall not be established in commercial areas.

Regarding ORS 197.480, Oregon City does not regulate mobile homes based on the age of the unit. Current zoning allows mobile home parks in the following zones:

RA-2	Multi-family
RD-4	Two-family
C	Commercial

Based on changes to statutes, the City Code must be amended. The Commercial zone was amended so that mobile home parks are not permitted (Ordinance No. 90-1009). Mobile Home parks are allowed to locate in residential areas zoned for RD-4 and RD-2. The code has been amended to make the criteria for establishing a new mobile home park clear and objective (Ordinance No 90-1033).

9. ORS 418.817: Family Day Care Providers

The statute defines a day care facility for 13 or fewer children in a provider's home as a residential use. Conditions must be no more restrictive than those placed on other residential dwellings in the zone.

City Code has been amended to accommodate the change in the statute. (Ordinance No. 90-1012). Currently the zoning code requires that a conditional use permit be obtained for a day care facility providing care for more than five children.

Conclusion - Subfactor 1-E: Most changes to the statutes do not require a change in City policy or implementing procedures. Four issues have been addressed to conform with State statute:

- Establish a 120 day time limit for land use decisions (Ordinance NO. 90-1044);
- Prohibit establishment of Mobile Home Parks in C-Commercial zones (Ordinance No. 90-1033, 90-1008, 90-1009, 90-1010, 90-1011);
- Allow outright establishment of day care homes for 13 or fewer children in residential zones (Ordinance No. 90-1012); and
- Establish procedures to notify tenants of mobile home parks of proposed

land use changes (Ordinance No. 90-1044).

F. Other Issues
Subfactor 1-F

"Nothing in subsections (1) (a)-(e) of this rule is meant to limit or prevent any person from raising other issues or objections involving the "substantial change in circumstances" factor set forth in (2)(a) of this rule as long as such concerns are submitted consistent with the requirements of OAR 660-19-080."

Findings: Other issues are addressed as follows:

1. National Flood Insurance Program

   On April 9, 1987, the City adopted revisions to the Floodplain Overlay District in response to the September, 1986 notification by Federal Emergency Management Agency. The revisions were reviewed and approved by FEMA and DLCD staff. Therefore, no further revisions are proposed at this time.

Conclusion Factor One: The City of Oregon City has considered substantial changes in circumstances which may have an impact on the Plan and land use regulations. The City has assessed the impacts of those changes and proposed amendments to the Plan and regulations as necessary to address the changed circumstances. When these proposed changes are adopted, the City will comply with the requirements of Factor One. The proposed changes are summarized briefly as follows:

- Inventory wetlands; and

- Amend implementing ordinances:

  - Mobile home park notification (Ordinance No. 90-1044),
  - 120 day time limit on land use decisions (Ordinance No. 90-1044),
  - Revise day care regulations (Ordinance No. 90-1012),
  - Amend mobile home park regulations (Ordinance No. 90-1008, 90-1009, 90-1010, 90-1011 and 90-1033).

FACTOR TWO

NEW OR AMENDED GOALS OR RULES ADOPTED

SINCE THE DATE OF ACKNOWLEDGMENT OAR (660-19-055(2)(b)

"Previously acknowledged provisions of the comprehensive plan or land use regulations do not comply with the Goals because of Goals subsequently adopted or statewide land use policies adopted as rules interpreting Goals under ORS 197.040."

Findings: The following new and amended goals, rules and statutes were adopted after the City of Oregon City's acknowledgment with the statewide planning goals. They are listed below, together with their effective dates:

Goals	**Effective Date**
Goal 2 Land Use Planning Amendments (Exceptions)	12/30/83
Rules	
Goal 2 Land Use Planning Rule 660-04-000 (Exceptions) As Amended	07/21/82
	12/20/83
	02/10/84
	03/21/84
	08/08/85
	11/15/85
Goal 5 Open Space/Natural Resources 660-16-000	06/29/81
Goal 9 Economy Rule 660-09-000	At First Periodic Review
Goal 10 Housing Rule 660-08-000	07/21/82
Goal 11 Public Facilities Rule 660-11-000	At First Periodic Review

The City of Oregon City has addressed the referenced goals and rules as follows:

Goal 2 Amendments, Goal 2 Rule (OAR 660, Division 4), ORS 197.732:

The plan and land use regulations do not contain any exceptions or site standards for exceptions under Goal 2, OAR 660, Division 4, or ORS 197.732. The City is not proposing any new or amended goal exceptions at this time. Because there are no conflicting standards in the plan, the City therefore concludes that the requirements of the amended Goal 2, the Goal 2 Rule, and ORS 197.732 do not require changes to the City's plan or regulations.

Goal 5 Rule, (OAR 660, Division 16):

The Goal 5 Administrative Rule was adopted by LCDC prior to the City's acknowledgment. Therefore, any new inventories of Goal 5 resources must be processed according to the rule. New inventories subject to the rule include:

- o The route of the Oregon Trail
- o Historic resources identified in 1986
- o Wetlands

The Goal 5 Rule requires the following analysis for each of the twelve resources identified in the Goal (i.e. open space, historic resources, natural resources, etc.):

1. An inventory of the quality, quantity, and location of the resources, if available;

2. A determination of potential uses of the resource property or surrounding properties which may conflict with the resource;

3. An analysis of the environmental, social, economic, and energy consequences of allowing conflicting uses;

4. Decisions, including plan policies, which describe the City's action regarding the resources and potential conflicting uses; and

5. Implementing ordinances, including zoning, which carry out these decisions and resolve conflicts.

The City's Goal 5 treatment of newly identified resources is summarized below:

Historic areas, sites, structures and objects;

Two new inventories related to historic resources have been completed since the Plan was acknowledged. Clackamas County has completed an inventory of the route of the Oregon Trail and the City has conducted an inventory of historic structures that were overlooked when the initial historic resources inventory was conducted.

Oregon Trail - The route of the Barlow Road portion of the Oregon Trail has been mapped through Clackamas County. The route of the trail is depicted by a line on the inventory maps. The maps are at an approximate scale of one inch equals 1300 feet. Although the scale of the maps make it impossible to accurately locate the exact route of the trail, the maps do identify a generalized trail corridor that is approximately 125 feet in width.

The maps indicate that the only portion of the trail route that is currently located within the Oregon City limits is Kelly Field. Kelly Field is a part of Abernathy Green which is recognized as the end of the Oregon Trail. Abernethy Green is recognized as a significant historic site in the acknowledged Oregon City Comprehensive Plan and is currently subject to protection under the provisions of the City's Historic Overlay District.

The maps also depict the route through the Park Place area and through the former Rossman Landfill site. The appropriate procedure for protection is to designate the trail route as a significant historic site and to apply the Historic Overlay District to the trail corridor when annexation occurs.

The protection of the trail requires new plan policies specifically addressing the trail and development within the identified trail corridor. A Goal 5 analysis of the trail route within the Urban Growth Boundary has been completed, (Ordinance No. 90-1042).

Historic resources identified in 1986 - In September and October of 1986, the City Historic Review Board designated 51 structures as significant historic properties subject to the provisions of the City's Historic Overlay District. State Inventory forms were completed for the 51 newly identified resources. After notifying property owners and conducting two public hearings, the Historic Review Board found that each of the 51 properties satisfied the City's criteria for historic landmark designation (Section 11-3-17 E of the City Code). With inclusion of the 51 properties, the City's Historic Overlay District applies to a total of 460 properties in the City.

Wetlands - The U.S. Fish and Wildlife Service National Wetlands Inventory identifies 23 potential wetland sites within the Oregon City Urban Growth Boundary. The sites range from Clackamette Lagoon to Newall Creek to the pond in Hillendale Park. An evaluation of the significance of each of the potential wetlands is required.

New plan policies and procedures are required to protect wetlands that are identified as significant. Policies and standards need to be developed to provide setbacks from stream banks and to protect riparian vegetation.

Goal 9 Economy, OAR 660, Division 9

The Industrial and Commercial Development Rule requires that local governments do the following:

1. **Economic Opportunity Analysis**

    - Review state, national, and local trends.

- o Identify site requirements of industries likely to locate or expand locally.
- o Inventory vacant and underutilized land.
- o Access community economic development potential.

2. Objectives and Policies

- o Identify categories of industrial and commercial land desired in the community.
- o Develop policies committing the City to designate an adequate number of suitable sites in suitable locations for each type of desired use.
- o Ensure public facilities are provided through a public facilities plan.

3. Designate Land

- o Identify number and acreage of sites needed in each category.
- o Provide a 20 year supply of land for each category.
- o Provide a five year supply of serviceable sites.
- o Protect sites for uses with special siting requirements.

A. Economic Opportunity Analysis

1. National, State, and Local Trends

National - On a national level, the economy is shifting from an industrial base to a service base. Automation and overseas production are resulting in less manufacturing job opportunities in the United States. Service industry jobs are growing but most of the positions are lower wage positions such as food service workers and clerical jobs. The national trend is for very slow growth in manufacturing positions with significant increases in service and technical support positions. Employment projections by the Bureau of Labor statistics illustrate the trends.

Table 7

PROJECTED EMPLOYMENT GROWTH 1984-1995

Industry 84-95	Percent Growth 84-95
Extractive	-6.4%
Transformative	8.2%
Manufacturing	6.8%
Distributive	15.0%
Wholesale	18.4%
Retail	13.4%
Producer Services	36.0%
Business Service	57.1%
Social Services	22.5%
Medical	46.2%
Personal Services	16.4%
Hotels	20.1%
Government	7.2%
OVERALL GROWTH 84-95	14.9%

Source: Bureau of Labor Statistics

State - In general, economic trends in Oregon follow the national pattern. The State has experienced a decline in the percentage of total employment in the Manufacturing sector through the 1980's. The recession at the beginning of the decade resulted in the loss of 17,700 jobs in Lumber and Wood Products industries from 1979 to 1985. Over the same time period, the State witnessed positive economic diversification with the addition of 5,500 jobs in the Electrical Equipment sector. Significant growth also occurred in the Producer Services and Social Services sectors. Over 10,000 Social Services jobs were added between 1979 and 1984 with 88% of the jobs in the medical field.

Between 1986 and 1991, it is estimated that Oregon will gain 75,000 jobs. Only 5,000 of these are expected to be manufacturing jobs. The fastest growing industries are summarized in the table below.

Table 8

FASTEST GROWING INDUSTRIES 1986 - 1991

Industry	Percent Change 86-91
Printing and Publishing	14.2%
Electrical Machinery	13.2%
Miscellaneous Services	13.0%
Health Services	9.4%
Retail Trade	9.1%
Wholesale Trade	8.8%

Source: September 1986 Oregon Economic and Revenue Forecast

Employment losses are expected to occur through 1991 in Primary Metals, Transportation Equipment, Instruments, Fabricated Metals, Communication and Utilities, and Paper Products.

In 1986, the State Department of Economic Development has compiled a list of growth industries which can be used to help target industrial prospects at the local level. The methodology used to develop the list incorporated employment and output forecasts, relative change in the number of establishments, payroll per employee, import demand into the state, export demand, and changes in the state's share of national employment. Industries were ranked into quartiles with some industries screened out due to factors such as known underutilized production capacity and industry domination by very few large firms. The Department of Economic Development surveyed management from the top 25 industries to determine site location characteristics and perceptions of Oregon.

The top quartile growth industries included the following:

Manufacturing Industries Surveyed and Profiled

- Dehydrated Food
- Upholstered Household Furniture
- Paper Coating and Glazing
- Periodicals
- Book Publishing

- Engraving and Plate Printing
- Plastic Materials and Resins
- Drugs
- Plastic Products
- Non-Ferrous Rolling and Drawing
- Aluminum Castings
- Metal Coating and Allied Services
- Machine Tools, Metal Cutting
- Printing Trades Machinery
- Electronic Computing Equipment
- Industrial Controls
- Telephone and Telegraph Equipment
- Radio and TV Communication Equipment
- Semiconductors
- Electronic Coils and Transformers
- Electronic Components
- X-Ray Apparatus and Tubes
- Transportation Equipment
- Measuring and Control Instruments
- Surgical Appliances and Supplies

Remainder of Top Quartile

- Other Prepared Meats
- Ice Cream and Frozen Desserts
- Pickles, Sauces and Salad Dressing
- Wines, Brandy and Brandy Spirits
- Canned and Cured Seafood
- Wood Products, NEC
- Wood Household Furniture
- Mattresses and Bedsprings
- Furniture and Fixtures
- Paperboard Mills
- Building Paper and Board Mills
- Commercial Printing
- Manifold Business Forms
- Printing Trade Services
- Blast Furnaces and Steel Mills
- Copper Rolling and Drawing
- Aluminum Rolling and Drawing
- Hand and Edge Tools
- Fabricated Plate Work (Boilershop)
- Plating and Polishing
- Small Arms
- Pipe, Valves and Pipe Fittings
- Fabricated Metal Products
- General Industrial Machinery
- Calculating and Accounting Machinery

- Scales and Balances
- Service Industry Machines
- Storage Batteries
- Truck Trailers
- Boatbuilding and Repairing
- Travel Trailers
- Engineering and Scientific Instruments
- Optical Instruments and Lenses
- Surgical and Medical Instruments
- Photographic Equipment and Supplies
- Dental Equipment and Supplies
- Toys and Sporting Goods
- Office and Artists Materials
- Advertising
- Computer and Data Processing
- Management, Consulting and Laboratories
- Equipment Rental and Leasing
- Miscellaneous Business Services
- Other Medical Services
- Engineering, Architecture and Surveying

Local - The Oregon City economy is primarily service based. Local employment is dominated by the Retail and Service sectors, which together represent over 50% of the total employment in the City.

Major retail centers in the community include the Oregon City Shopping Center, the Downtown, and the Hilltop area. Many personal and business services are also offered in each of these locations. Medical employment is another major contributor to the Service sector of the economy.

The following table lists the major employers in Oregon City. Strong employment in retail, medical service, and government/education is apparent from the table.

Table 9

MAJOR EMPLOYERS

Employers	# of Employees 1984-85	1990
Medical		
McLean Clinic	51-100	62
Mountain View Convalescent	51-100	100
Willamette Falls Hospital	251-500	538
Sierra Vista Care Center	51-100	70
Government/Education		
Oregon City School Dist.	Over 500	760
Clackamas Community Coll.	332	1,594
City of Oregon City	145	150
Clackamas County	838	1,489
Retail		
Fred Meyer	51-100	291
Danielson Shopping Center	51-100	160
K-Mart	n/a	110
Manufacturing		
Caffall Bros. Lumber	75	75
Stimson Lumber	90	89
Smurfit (papermill)	630	263
PED Manufacturing	46	115

Source: 1988-89 Directory of Oregon Manufacturers (Oregon City Zip Code)
Telephone Survey done November, 1990.

Note: Smurfit was formerly Publishers Paper Co.

Although the table lists over 800 manufacturing employees, manufacturing employment in Oregon City is low when compared with Clackamas County or the Portland Region. Based on Metropolitan Service District (METRO) employment data, manufacturing employment represented 17% of the Portland region's total employment in 1985. Manufacturing employment in Clackamas County represents over 20% of the total employment in the County. In the Oregon City area, METRO data indicates only 13% of the jobs are in the Manufacturing sector. According to 1986 Oregon City business license records, only 8% of the City's jobs are in manufacturing.

As can be seen from the previous table, the majority of Oregon City's manufacturing jobs are associated with the Smurfit paper mill.

Manufacturing jobs are generally considered "basic" jobs. They are usually higher paying jobs and have the effect of bringing money into the local economy which circulates among local businesses. As the money circulates it is "multiplied" as it supports secondary businesses. The low percentage of manufacturing jobs results in a smaller multiplier effect.

Tourism is a "basic" industry that provides Oregon City with the potential for economic growth. Tourist attractions in the City include: the End of the Oregon Trail Visitor Center, Clackamas County Historical Society, the Dr. John McLoughlin House, numerous historic homes, and good access to fishing on the Willamette and Clackamas Rivers. Although tourism jobs are generally lower paying retail and service jobs, tourism brings money into the community. Based on a 1986 survey of visitors to the End of the Oregon Trail Visitor Center, each party that visited the Center spent approximately $29 while visiting Oregon City. Expenditures were as follows:

Restaurants	38%
Gas Stations	25%
Grocery Stores	12%
Sundries-Drugs	12%
Other	38%

Legislation is currently pending in Congress to designate the Kelly Field area as a National Historic Site. With designation, the community can anticipate added interest in the End of the Oregon Trail and a corresponding increase in tourism. By taking advantage of its unique historical assets, Oregon City can foster continued growth in tourist related retail and service jobs.

The table below presents employment data for Oregon City and METRO District 9 which closely corresponds to the Oregon City Urban Growth Boundary. The Oregon City data is based on 1986 Business Licenses and the District 9 data is based on State Employment Division data for employment insurance coverage.

Table 10

OREGON CITY EMPLOYMENT

SIC	Sector	1986 Business Licenses		1987 District 9	
0	Agriculture	50	0.7%	60	0.6%
1	Construction	129	1.8%	64	3.5%
2-3	Manufacturing	583	7.9%	1,355	13.0%
4	TCPU	199	2.7%	533	5.1%
50-51	Wholesale	165	2.2%	227	2.2%
52-59	Retail	1,861	25.4%	2,906	28.0%
6	FIRE	270	3.7%	276	2.7%
7-8	Services	1,688	23.0%	2,194	21.1%
9	Government	2,395	32.6%	2,482	23.9%
	TOTAL	7,340	100%	10,397	100%

Source: Oregon City Planning Department and METRO

Note: TCPU - Transportation, Communications, Public Utilities
FIRE - Finance, Insurance, and Real Estate

Based on the table, District 9 has 40% more employment than Oregon City. This discrepancy can be partially attributed to inaccuracies in reporting employment on the City's business license forms. Employment may be understated because fees increase as the number of employees increase. Other discrepancies in the data can be attributed to the recovery of the local manufacturing sector between 1986 and 1987. Employees were recently added at local sawmills and the paper mill.

METRO has prepared employment forecasts for the Oregon City area by Census Tract. The four tracts that form METRO District 9 closely resemble the Oregon City Urban Growth Boundary and provide the basis for the City's employment and land use need projections.

Table 1.1

EMPLOYMENT FORECASTS 1987-2005

DISTRICT 9

Sector	1987 Employment		2005 Employment		Change 87-05
Industrial	2,539	24.4%	3,474	22.4%	935
Commercial	2,906	28.0%	5,267	33.9%	2,361
Office	4,952	47.6%	6,774	43.7%	1,822
TOTAL	10,397	100%	15,515	100%	5,118

Source: METRO - Final Regional Control Totals and Planning Area Allocations -June 30, 1988; Industrial and office employment forecasts were estimated based on current employment distribution.

Note: Industrial includes Construction, Manufacturing, Wholesale, Agriculture, and TCPU. Commercial includes only Retail. Office includes FIRE, Services, and Government.

Based on the forecasts, Oregon City will experience strong growth in the retail sector. Oregon City serves rural residential areas to the south of the City and continued retail and service growth is likely. Oregon City's location on I-205 and tourism related to the End of the Oregon Trail will help contribute to continued retail growth.

2. Site Requirements of Industries Likely to Expand

Based on national, state, and local employment projections, significant expansion can be expected in the retail and service sectors of the Oregon City economy. Within the retail and service sectors, strong growth is possible in medical services and tourism. Some expansion can be expected related to existing manufacturing and warehousing in the Hilltop area. Other commercial and light industrial growth can be anticipated in the vicinity of Highway 213. Site requirements for general categories are discussed below.

Retail - In general, commercial retail sites require high visibility and good access. Commercial retail uses can be characterized by a relatively high amount of vehicle trips per day and should be located adjacent to major arterial streets. A variety of site sizes are needed. Sizes range from less than 10,000 square feet to 20-30 acres.

Service/Office - Personal and business service sites generally require good access and good visibility. Services do not usually require the same degree of visibility as retail uses and should be located on major or minor arterial streets. Site sizes vary and range from less than 10,000 square feet to 20+ acre mixed use development sites.

Medical Service - Medical service uses should have good access and should be located adjacent to existing medical service facilities. Current clusters of medical services include:

- o the McLean Clinic in the McLoughlin neighborhood,
- o the Willamette Falls Hospital on Division Street in the Buena Vista neighborhood, and
- o the Mountain View Professional Office Building on Molalla Avenue in the Ely neighborhood.

Site sizes generaliy range from less than 10,000 square feet to 10 acres.

Tourist Commercial - Tourist commercial includes both retail and service uses. Generally, tourist commercial uses need to be located in close proximity to a tourist attraction. Tourist commercial uses, such as hotels or motels, may be located adjacent to the freeway. Generally, tourist commercial uses require easy access because the tourist is not familiar with the local street pattern. Site sizes vary depending on the use. A bed and breakfast facility may require only 10,000 square feet but an amusement park or marina may require 50 acres.

Light Industrial - Light industrial uses include manufacturing and warehousing. Good access is required but visibility is not usually a necessity. Locations with easy access to the Highway 213 are desirable. Site sizes vary by industry. In 1986, the Oregon Economic Development Department surveyed 750 companies to identify the siting requirements of selected growth industries. Based on the survey, site sizes ranged from 37 acres to 2.4 acres. The median site size was 5.8 acres.

3. Inventory vacant and underutilized commercial and industrial land

In December 1986, the City inventoried vacant commercial and industrial land within the Urban Growth Boundary. The inventory is Summarized as follows:

Table 12

COMMERCIAL/INDUSTRIAL VACANT LAND INVENTORY

DECEMBER, 1986

Type	Number of Sites	Total Acreage	Average Size
Industrial	42	298.0	7.1
Commercial	34	59.3	1.7
Office	27	49.8	1.8
TOTAL	103	407.1	3.9

Source: 1986 Oregon City Planning Department

In 1988, an inventory of buildable land within the UGB was completed. The inventory included the following totals:

Table 13

COMMERCIAL/INDUSTRIAL BUILDABLE LANDS

JUNE, 1988

Type	Total Acreage in UGB
Industrial	224.3
Commercial	29.5
Office	45.8
Campus Industrial	82.7

Source: 1988 Oregon City Planning Department

The 1988 inventory of buildable land provides an accurate and consistent inventory of the current land supply that is available for development. Discrepancies in the totals reflect differences in definitions and the methodology used to complete the inventories.

3. Access Community Economic Development Potential

Retail - The opportunity for continued retail growth in Oregon City is strong. Based on METRO projections, employment in the retail sector will represent over one-half of the new jobs created in the Oregon City area through the year 2005. Based on the 1988 land use inventory 32.25 acres of buildable land are currently designated for commercial use. An undetermined amount of land was available for commercial use in the City's industrial zones because commercial use was allowed in the industrial districts.

Service/Office - METRO, state, and national data indicate services will continue to grow through the year 2005. Oregon City will experience significant service and office growth based on its position as the seat of government for Clackamas County and as a service and retail center for rural Clackamas County. Currently, 45.8 acres of vacant land are designated for office use. It should be noted that many services and office uses will find commercial land more desirable based on access and visibility.

Medical Office - The Willamette Falls Hospital and other medical facilities will continue to experience growth based state and national trends. Approximately 16 acres or just over one-third of the vacant office land is located in the vicinity of the Willamette Falls Hospital.

Tourist Commercial - The City's opportunities for expanded tourist commercial growth are in the vicinity of Kelly Field (End of the Oregon Trail), at freeway interchanges, and in the vicinity of Clackamette Lagoon. Currently, these areas are designated for industrial use. If the City is to capitalize on the potential tourist market, the opportunities for tourist commercial uses in these locations must be preserved.

Light Industrial - Highway 213 has greatly increased the opportunity for development in the Hilltop area by improving access. Approximately 200 acres of buildable industrial land is available in the Hilltop area but much of the land is subject to existing conditions which reduce its suitability for development. Approximately 70 acres of the Red Soils/Randall property are available for development but transportation access problems have restricted development. Additional questions about future availability of the property have been raised by recent County office expansions as the site and the potential that a new regional jail may be constructed on the property.

Over 80 acres of land along Beavercreek Road is currently designated for Campus Industrial use. The 80 acre area consists of ten parcels on both sides of Beavercreek Road. The parcels are crossed by two BPA power line easements which create barriers between parcels and limit consolidation and use of the area. Development of the existing Campus Industrial area is further limited by lack of services. Both water and sewer service must be extended along Beavercreek Road for development to occur.

Industrial development in the Hilltop area is further restricted by Commercial use of Industrially zoned land.

Currently commercial uses are allowed in the City's industrial zones (excluding Campus Industrial areas). Commercial uses compete with industrial uses for properties with high visibility. A proposal currently exists for a 22 acre shopping center on industrial land at the intersection of Highway 213 and Beavercreek Road. Continued intrusion of commercial uses into the City's supply of industrial land will result in higher land costs and potential incompatible uses that will inhibit new quality industrial development.

In conclusion, existing conflicts limit the industrial development potential of currently planned property in the Hilltop area. To capitalize on industrial opportunities, the City must identify suitable and serviceable industrial land with good Highway 213 access.

B. Objectives and Policies

1. Categories of Land Desired by the Community

a. Current Comprehensive Plan

The current plan includes the following four categories of commercial/industrial land use:

- O - Limited Office
- LC - Limited Commercial
- C - Commercial
- I - Industrial

The existing four categories provide an adequate structure for future land use designations with minor adjustments. Each category is discussed briefly as follows:

Limited Office - The Limited Office category is intended for medical and office uses, as well as housing. Limited Office areas may also serve as a buffer between commercial and residential areas.

Limited Commercial - The Limited Commercial land use category is primarily intended for neighborhood commercial and established commercial areas. It is intended to allow convenience shopping and small commercial clusters while providing standards that assure compatibility with surrounding land use. The need for limited commercial land is a function of location rather than a separately identified employment projection.

Commercial - The Commercial designation provides land for commercial uses which serve greater Oregon City area. All office, commercial, and high density residential uses are permitted.

Industrial - Industrial areas are designated for uses related to manufacturing, processing, and distribution of goods. Commercial and Office uses are currently allowed in industrial zones. The County Comprehensive Plan includes a plan category for Campus Industrial in the vicinity of Clackamas Community College. The City Zoning Code lists specific restrictive conditions that will apply to these areas as they are annexed but no Campus Industrial plan category is included in the City Plan.

Based on employment projections, land needs have been calculated for three plan categories including Commercial, Office (Limited Office), and Industrial. Land needs for Limited Commercial are included in the Commercial category and are function of location rather than separately identified employment projections.

b. **Trends and Community Desires**

The analysis of community economic development potential identified opportunities in the following economic sectors:

- Retail
- Service/Office
- Medical Office
- Tourist Commercial
- Light Industrial

Retail/Office - The current comprehensive plan provides an adequate framework to provide land for retail and office uses. Medical Office land needs can be satisfied within the broader category of Service/Office. The current plan provides adequate locational policies for guiding the location of new commercial and office areas.

Tourist Commercial - Tourist Commercial was recently added to the comprehensive plan. New policies have been developed to provide for Tourist Commercial uses.

Industrial/Campus Industrial - Although over 200 acres of land is designated for industrial use in the Hilltop area, development limitations relating to access, utilities, and commercial pressures negatively impact development of the land. To take advantage of potential industrial growth and the excellent transportation opportunities of Highway 213, the City must designate additional land for industrial use in the Hilltop area. Land immediately south of the Clackamas Community College satisfied the need. The area includes 93.7 acres under ten different ownerships. The area abuts Molalla Avenue to the west and can be provided with access via Molalla Avenue or Glen Oak Road. The area is adjacent to Clackamas Community College and is served by water and sewer service within the Molalla Avenue right-of-way. The land will complement existing Campus Industrial property to the east of the Community College. Designation of

the 93.7 acre site will provide the City with land that is ideally suited for Light Industrial/Campus Industrial use. The current industrial zones (excluding Campus Industrial areas) allow commercial uses in addition to industrial uses. The effect of this policy has been that industrial land with good visibility and access to arterial streets has been marketed as commercial property rather than as industrial property. An approximately 20 acre parcel at the southeast corner of the intersection of Beavercreek Road and Highway 213 is currently developed as a commercial shopping center.

To avoid potential land use conflicts between industrial and commercial uses, and to reduce commercial pressure on industrial land, commercial uses in industrial zones should be limited to only those that support industrial use. By limiting commercial uses, industrial land costs will not be inflated by commercial pressure. Higher costs inhibit the development of industrial land for industrial parks and as industrial incubator space. The future of industrial employment growth in Oregon City depends on park space and incubator space being available for small expanding industrial uses.

To avoid potential confusion about uses allowed in industrial zones, the lands that are designated for Campus Industrial use on the County Comprehensive Plan should also be clearly designated for Campus Industrial use on City maps. Under current procedures, the properties would be designated Industrial and zoned M-1 subject to specific restrictive conditions. Development of a new Campus Industrial zone that matches current requirements is the easiest method clarifying the zoning requirements.

2. Policies

a. Commercial

1. Commercial districts are intended to serve the retail, service, and office needs of the greater Oregon City area.

2. Commercial districts should offer good visibility and access and should be located along major arterials and transit lines.

3. Commercial districts should result in concentrated groupings of retail, service, and office uses.

4. New commercial districts that result in numerous small lots with individual street access points shall be discouraged.

5. Design review standards, including aesthetic signing should be developed for the commercial areas of the City with particular attention given to the entrances into the community.

6. Uses in Commercial districts shall be designed to protect surrounding residential properties

b. Tourist Commercial

1. A Tourist Commercial zone should be developed for the End of the Oregon Trail tourist related uses. The zone shall correspond with the Commercial plan designation.

   Locations include:

   - o Abernethy Green - End of the Oregon Trail
   - o Clackamette Lagoon (Marina Site)
   - o I-205 Interchange area

2. The Tourist Commercial district is intended to serve the retail and service needs of the End of the Oregon Trail tourist related uses.

3. Uses permitted outright or conditionally in Tourist Commercial areas shall include at least the following:

   - o Hotel/Motel
   - o Biking and Hiking Facilities
   - o Museums
   - o Marinas
   - o Parks
   - o Auditoriums/Amphitheaters
   - o Retail and Service Uses Directly related to the Tourist attraction.

c. Limited Commercial

1. Limited Commercial districts are intended to provide convenience goods and services, Historic Commercial uses, and limited commercial and office uses within the McLoughlin Neighborhood.

2. Limited Commercial districts should be located adjacent to arterial or collector streets and should serve surrounding residential areas.

3. Uses in limited Commercial districts shall be designed to protect surrounding residential and historic properties.

d. Office

1. Office districts are intended for medical facilities, offices, and high density residential uses.

2. Office districts should result in concentrated groupings of uses.

3. Office districts should be located along arterial or collector streets and should provide good access.

4. Uses in office districts shall be designed to protect surrounding residential and historic properties.

e. **Industrial**

1. Industrial areas are intended for the manufacture, processing, and distribution of goods.

2. Uses permitted in industrial zones should be revised to prohibit commercial and office uses other than those uses that clearly are intended as business support services, e.g., copy and print shops, credit unions, etc. Office uses shall be allowed in the Campus Industrial District.

3. Industrial areas should provide easy access to arterial streets.

4. Design review standards for industrial uses shall be developed to protect surrounding residential uses.

f. **Campus Industrial**

1. Develop a new Campus Industrial zone that incorporates the current standards of the City zoning code for those areas that are currently designated for Campus Industrial use on the County Comprehensive Plan.

2. Campus Industrial sites should provide direct access and be located along arterial streets.

3. New design review standards should be developed for Campus Industrial areas.

3. Public Facilities

The City has completed Public Facilities Plans related to water service, sanitary sewer service and drainage. The City has also completed a transportation master plan. The plans are addressed in the section of the Periodic Review order on Goal 11 and the Public Facilities Planning Rule.

C. Land Designation

The future land needs were determined by multiplying the projected year 2009 employment growth by the number of employees per acre for each land use category. By comparing the calculated land needs with the amount of land available in each land use

category, the adequacy of the land supply can be evaluated. Note that tourist commercial land needs are dependent on locational factors rather than employment projections.

Table 14

2005 COMMERCIAL/INDUSTRIAL LAND NEEDS

Land Use	1987 - 2005 Emp. Growth	Employees/Acre	Land Needed
Industrial	935	18	51.9
Commercial	2,361	25	94.4
Office	1,822	85	21.4

Source: METRO employment and employee/acre data

Note: Medical Service is included in Office; Tourist Commercial needs are dependent on locational factors and are not included in the table.

Table 15

2005 ADEQUACY OF COMMERCIAL/INDUSTRIAL LAND DESIGNATION

Land Use	Land Needed	Buildable Acres	Net Deficit or (Surplus)
Industrial	51.9	224.3	(172.4)
Commercial	94.4	32.25	62.1
Office	21.4	45.8	(24.4)

Source: METRO and Oregon City Planning Department

Table 15 indicates a current deficit of 64.9 acres of land designated for commercial use. Surpluses exist of both industrial and office use. As noted, land needed for tourist commercial is currently designated for industrial use. If industrial land in the vicinity of Abernethy Green, the I-205/Highway 213 interchange, and Clackamette Lagoon were designated, 32 vacant buildable acres could be provided for tourist commercial use. The resulting effects on the inventory of available land include a reduction in the surplus of industrial land and a corresponding increase in commercial land which reduces the commercial deficit by 32 acres.

Another adjustment to the land need totals can be made by commercially designating industrial land that is currently committed to commercial use.

Approximately 22 acres at the southeast corner of the intersection of the Highway 213 and Beavercreek Road are in the preliminary stages of development as a commercial shopping center.

The adjustments are summarized as follows:

	Industrial	Commercial
Tourist Commercial	-32 acres	+32 acres
Shopping Center	-22 acres	+22 acres
Total	-54 acres	+54 acres

After re-assigning acres from Industrial designation to Commercial, a 8.15 acre Commercial deficit remains.

62.10 acre commercial deficit
54.00 acres designated
8.15 acre deficit remaining

To satisfy commercial land needs for projected year 2009 employment, the Planning Commission and staff identified the following additional areas for Commercial designation. Designation was based on th Commercial policies.

- Clackamette Drive/former sewage treatment plant site designate 3.3 acres of Quasi-Public land for Commercial use.

- Beavercreek Road (near Fred Meyer) - Designate 1.2 acres of Industrial land for Commercial use.

- Beavercreek Road (south side) and south Molalla Avenue near Fir Street - designate approximately 6.36 acres of Industrial land for Commercial use.

Campus Industrial Needs/Adjustments - As noted previously, Campus Industrial opportunities are based on location.. The current supply of Campus Industrial land is subject to conditions limiting development. To meet land needs for Campus Industrial Use an additional 93.7 acres of land immediately south of Clackamas Community College is proposed for designation. The area is currently designated low-density residential and is not needed for residential purposes (See Factor A1 of the Periodic Review Order). With the additional 93.7 acres, the total land area designated for Campus Industrial use within the UGB is 176.4 acres.

Table 16

ADJUSTED COMMERCIAL/INDUSTRIAL LAND NEEDS

Land Use	Land Needed	Land Provided
Industrial	51.9	165.1
Campus Industrial	---	176.4
Commercial	94.4	98.0
Office	21.4	44.8

Source: Oregon City Planning Department

Note: Campus Industrial needs are based on locational factors including Highway 213 access and proximity to Clackamas Community College.

2. Five Year Supply of Serviceable Sites

Based on the December, 1985 inventory of commercial and industrial land, the majority of the City's available commercial and industrial land is currently serviceable by public water and sewer service. The inventory indicated the following:

- Commercial - 87% of the total 59.3 acres inventoried are currently serviceable. The areas with servicing problems are in the vicinity of Clackamette Park and Clackamette Lagoon.

- Industrial - 66% of the total 298 acres are currently serviceable. The areas with servicing problems include Clackamette Lagoon, Park Place, and Campus Industrial land east of Clackamas Community College.

- Office - All office land is serviceable.

Based on METRO employment data, employment growth in Oregon City over the next five years will not create a shortage of commercial or industrial sites. From 1987 to 1995, METRO projects that employment in District 9 will grow by approximately 12%. Based on the inventory, serviceable lands to meet needs through the year 2009 are available in both industrial and office categories (office -21.4 acres needed; industrial - 51.9 acres needed). Additional commercial land must be designated to meet long term needs but short term needs are satisfied by the current supply. Through the year 2009, 94.4 commercial acres are needed. If it is assumed that a five year supply is one third of the total, then

approximately 32 acres should be provided. Based on the 1985 inventory, over 50 acres of serviced land are available.

Goal 10 Housing, OAR 660, Division 7

The Metropolitan Housing Rule (OAR 660 Division 7) was amended in 1987. The rule requires that each City provide opportunities for adequate numbers of needed housing units. Needed housing is defined by ORS 197.303 to include manufactured housing (mobile homes) and government assisted housing in addition to single family and multiple family housing. The rule sets standards for land designated for new construction as follows:

New Construction Mix - Buildable land must be designated to provide the opportunity for at least 50% of new units to be multiple family or attached single family units.

Minimum Residential Density Allocation for New Construction - Oregon City must provide for an overall density of eight dwelling units per net buildable acre.

The Metropolitan Housing Rule also states that if lands are not zoned for the maximum planned residential density, the process and policies governing the rezoning process shall be clear and objective. In addition, the rule states that if a local government restricts construction based on renter or owner occupancy, a needs analysis based on tenure must be completed.

To address the issues in the Rule, it is necessary to examine the current Housing Element of the City Comprehensive Plan and to update the inventories in the plan based on the changes that have occurred since acknowledgment. The following section presents the housing information from the plan. Changes since acknowledgment and the effects of the Housing Rule are then addressed. The final section provides locational policies and new areas for high and medium density housing.

A. Housing Element - 1982 Oregon City Comprehensive Plan

The Housing Element included an analysis of buildable land which demonstrated that the City met the construction mix and density requirements of the Housing Rule at the time of acknowledgment. The Buildable Land inventory is summarized in Table 17. Table 18 provides a zone-by-zone analysis of buildable land. Note that although the Comprehensive Plan was acknowledged in 1982, the base year for the housing data was 1980.

Table 17

1980 RESIDENTIAL BUILDABLE LAND SUMMARY

	Potential Units		Acreage
Single Family	403 units	37%	74.4 acres
Multiple Family	683 units	63%	40.6 acres
9.44 Units/acre	1,086 units		115 acres

Table 18

1980 PLAN BUILDABLE LAND BY ZONE

	Potential Units	Acreage
Single Family		
R-10/10,000 sq. ft.	215 units	49.5 acres
R-8/8,000 sq. ft.	20 units	6.35 acres
R-6/6,000 sq. ft.	76 units	10.5 acres
	98 units	12.9 acres (platted)
RC-4/4,000 sq. ft.	14 units	1.5 acres
Subtotal	403 units	74.4 acres
Multiple Family		
RD-4/Duplex	184 units	17.0 acres
RA-2/2,000 sq. ft.	499 units	23.6 acres
Subtotal	683 units	40.6 acres
GRAND TOTAL	1,106 units	121.35 acres

The Housing Element identified 167 acres of Low Density Residential land that was considered marginal for development based on constraints due to slope (15-25%). It was assumed that through the planning period, only 30% of the land or 50 acres would be developed. The Housing Element also identified 80.6 acres of Medium Density, High Density, and Office land that was expected to redevelop at higher densities.

The Housing Element included a policy that allows outright development of mobile home subdivisions in the Low Density Plan District provided that the area is greater than three acres in size and that the area was within the City/County dual interest area at the time of acknowledgment. This means that the opportunity exists for the development of mobile home subdivisions on low density residential land that has been annexed to the City since April 1982. Based on the buildable land inventory in the Growth and Urbanization Element of the Comprehensive Plan, approximately 1,389 acres of land designated for low density residential use were available for development within the Urban Growth Boundary at the time of acknowledgment. Virtually all of the land is eligible for mobile home development upon annexation to the City.

B. Changes Since Acknowledgment

Plan amendments since 1980 have slightly altered the inventory of buildable land designated for residential use. Table 19 documents the amendments as they effect land that was within the City limits in 1980.

Table 19

EFFECT OF PLAN AMENDMENTS SINCE 1980

1980 CITY LIMITS
IN ACRES

Designation	Buildable 1980	Plan/Zone Amend.	Acreage 1988
Single Family			
R-10	49.5	-3.6	45.9
R-8	0	+3.4	3.4
R-6	23.4	0	23.4
RC-4	1.5	0	1.5
Total	74.4	0.2	74.2
Multiple Family			
RD-4	17	0	17
RA-2	23.6	-3.9	19.7
Total	40.6	-3.9	36.7

Note: The 1988 acreage total does not document changes that would have effected buildable lands as a result of construction.

There have also been two amendments affecting the total amount of Marginal Low Density land in the City. In 1981, 8.5 acres of marginal R-6 property was rezoned to RA-2 which helped to off-set a 1983 amendment that converted 12.4 acres of RA-2 land to Industrial. The other amendment affecting marginal land occurred in 1985 when .6 acres of marginal R-6 land was rezoned for Commercial use.

Upon annexation to Oregon City, almost 20 acres of buildable residential land has been converted to commercial use. Table 20 illustrates the plan amendments that have effected lands annexed to the City.

Table 20

EFFECT OF PLAN AMENDMENTS SINCE 1980

LAND ANNEXED SINCE 1980
IN ACRES

Designation	Buildable Acres Annexed	Plan/Zone Amend.
Single Family		
R-10	**224**	**-10.5**
R-8	**0**	**0**
R-6	**1**	**0**
Total	225	-10.5
Multiple Family		
RD-4	**28**	**-9.2**
RA-2	**0**	**0**
Total	28	-9.2

Note: The acreage total does not document changes that would have effected buildable lands as a result of construction.

C. Metropolitan Housing Rule

1. Density and New Construction Mix

When Oregon City's Comprehensive plan was acknowledged in 1982, the City's plan satisfied the construction mix and the density requirements of the Metropolitan Housing Rule. The only land areas considered in the City's mix and density calculations were those areas within the City limits. The land areas outside the City limits and within the UGB were not a part of the City's calculation, but were included in the density and construction mix calculations for the Clackamas County Comprehensive Plan. To avoid confusion and contamination of the original calculations, the City will not include the land

annexed to the City since 1980 in its density calculations. To assure that the City does not affect the mix and density at the County level, the City will take responsibility for providing additional buildable multiple family lands to replace land that has been lost to other uses since it was annexed to the City.

Based on Table 20, the City must provide an additional 9.2 acres of medium density/multiple family land to replace land that has been converted since annexation.

Table 21 demonstrates that in 1988, the City still meets the density and construction mix requirements despite the zone changes that have occurred. The following calculations are for the area that was within the City limits in 1980. Unlike the original density and mix calculations included in the 1982 Oregon City Comprehensive Plan, the calculations below are based on Net Buildable Acres (buildable acres minus 25% for roads, parks, and schools).

Table 21

1988 DENSITY NEW CONSTRUCTION MIX CALCULATIONS

OREGON CITY (1980 City Limits)

Designation	Buildable	Net Buildable	Units
Single Family			
R-10	45.9	34.4	150
R-8	3.4	2.6	14
R-6	23.4	17.6	127
RC-4	1.5	1.1	12
Subtotal	74.2	55.7	303
Multiple Family			
RD-4	17	12.8	138
RA-2	19.7	14.8	312
Subtotal	36.7	27.6	450
TOTAL	110.9	83.3	753

Overall Density: 8.0 units per Net Buildable Acre

New Construction Mix: 60% Multiple Family
40% Single Family

Based on the calculations in Table 21, no additional multifamily land needs to be added to satisfy the density and mix requirements for that area of Oregon City that was within the City limits in 1980. As discussed above, the City does need to replace multifamily lands which were annexed to the City since 1980 and then converted to other uses. Based on Table 20, 9.2 acres must be provided for Medium Density Multifamily use. No lands will be added for single family conversions because the conversions do not negatively effect the mix and density requirements.

2. **Manufactured Housing**

Approximately 1,389 acres of land within the Oregon City Urban Growth Boundary are eligible for mobile home subdivision development. City Housing Policy 8 states that land in the City-County dual interest area (UGB) at the time of acknowledgment are eligible for mobile home development upon annexation. The 1,389 acres represents over 75% of all land within the UGB. The City Zoning Code contains clear and objective standards governing the development of mobile home subdivisions.

As noted under Factor 1 of the Periodic Review Order, to conform with ORS 197.480 to 197.490, the City must amend the Zoning Code to make the criteria for the establishment of mobile home parks clear and objective (Ordinance No. 90-1033).

The 1989 Legislature enacted new planning requirements for manufactured housing on individual lots outside of manufactured housing subdivisions. The City is proposing to all manufactured dwellings on infill lots in the R-8, Single-Family Dwelling District and on all lands within the dual interest designated for low density residential use upon annexation. Standards for manufactured housing shall include:

a. Be multi-sectional (double wide or wider) and enclose a floor area of not less than 1,000 square feet;

b. Have a backfill style foundation or skirting of pressure treated wood, masonry, or continuous concrete footing wall construction, complying with the minimum set-up standards of the adopted state Administrative Rules for Manufactured Dwellings, Chapter 918;

c. Have a roof with a nominal pitch of 3 feet in height for 3 each 12 feet in width;

d. Have a garage or carport with exterior materials matching the residential unit;

e. Be certified by the manufacturer to have exterior thermal envelopes meeting the performance standards specified in by state law for single-family dwellings constructed under the state building code;

f. Not have bare metal siding or roofing; and

g. Not be sited adjacent to any structure listed on the City Inventory of Historic Landmarks, Conservation or Historic District.

3. Tenure of Units

The City does not regulate owner or renter occupancy of housing units, therefore the tenure is not an issue that is addressed as part of Periodic Review.

4. Government Assisted Housing

Neither the Comprehensive Plan nor the Zoning Code contain policies or regulations that would effect the location or development of government assisted housing in the City. Government assisted housing is subject to the same regulations as other types of single family and multiple family housing.

5. Rezoning Process

The Metropolitan Housing Rule requires that if lands are not zoned at the maximum density allowed in the zone, that a clear and objective process be available for rezoning to the maximum density.

Chapter 12 of the Oregon City Zoning Code sets forth the procedures for a zone change. The general requirements for rezonings are included in Section 11-12-1 which states that "whenever the public necessity and the general welfare require, the (City) Commission may.....supplement or change the regulations or the districts of this Title". Because there are no specific zone change criteria provided, the general requirements of "public necessity and general welfare" are used as criteria when evaluating zone changes. These criteria are not considered clear and objective.

To comply with the Metropolitan Housing Rule, the City's zone change criteria must be revised to provide a level of certainty and objectivity.

Suggested criteria include:

- The amendment shall be consistent with the Goals and Policies of the Comprehensive Plan.

- Utilities and services including schools, police, and fire protection services, can be efficiently provided to serve uses in the proposed zoning district.

- The transportation system can be adequately provided to accommodate traffic generated by the uses in the proposed district.

D. Locational Policies and New Multiple Family Areas

1. Locational Policies

The City has recently adopted policies that govern the location of new High Density and Medium Density Housing areas. Suggested policies are provided as follows:

a. High Density

- o High Density districts shall have access to major or minor arterial streets. If not located along a major or minor arterial street, it shall be demonstrated that the capacity and design of the local street system can safely accommodate the estimated vehicular and pedestrian traffic.
- o High Density districts shall be encouraged in areas where there is a high concentration of facilities and services.
- o High Density districts may be provided as a buffer between Commercial and Low Density or Medium density districts.
- o High Density districts shall be located in areas where an adequate level of services, including schools, police and fire protection services are, or can be, reasonably made available to serve the development.

b. Medium Density

- o Medium Density districts shall have access to collector or arterial streets. If not located along a collector or arterial street, it shall be demonstrated that the capacity and design of the local street system can safely accommodate the estimated vehicular and pedestrian traffic.
- o Medium Density areas may be provided as a buffer between Low Density districts and Commercial or High Density districts. (Ordinance No. 90-1032)

2. New Multiple Family Areas

Since 1980, the City has converted 9.2 acres of annexed buildable land from Medium Density Residential and 3.2 acres of High Density Residential to Commercial. Because this land was included as a part of the original Goal 10 density and new construction mix for Clackamas County, the City must replace the acreage. In addition the City also reviewed the current plan and zoning designations for several properties. Adjustments were made to change the plan and zone designations of these properties to make them more compatible with current level of development.

Based on the adjustment that land needs totals are increased slightly by the plan and zone changes.

The adjustments are summarized as follows:

	CHANGE	REMAINDER
Stillmeadow Terrace	RD-4 to R-6	2.4 acres
Mt. Pleasant Mobile Home Park	RA-2 to RD-4	4.3 acres

After the adjustment and reassignment of acres, a 12 acre deficit of medium density (9.2 + 2.4 = 11.6 (12), and (4.3 + 3.2 = 7.5) 7.5 acre deficit of high density residential remains. The following areas have been identified to satisfy multiple family needs:

- Warner-Milne Road (north side) - Designate 4.5 acres of Office land adjacent to the Presbyterian Church for High Density use.

- South Molalla Avenue (west side) - Designate approximately 9.36 acres of Low Density Residential land near Clackamas Community College for High Density use.

Goal 11, OAR 660, Division 11:

Rule Requirements:

The Public Facilities Planning Rule (OAR 660, Division 11) is intended to implement ORS 197.712(2)(e) which requires that each city develop and adopt a public facility plan for areas within urban growth boundaries. The rule sets requirements for development of the Public Facilities Plan and states that the plan must contain the following items:

- An inventory and general assessment of the condition of public facility systems;

- A list of significant public facility projects which are to support land uses designated in the acknowledged comprehensive plan;

- Rough cost estimates of the projects;

- A map or written description of each project's location or service area;

- Policy statements or agreements identifying the provider of each public facility system or project;

- An estimate of when each project will be needed; and

- A discussion of funding mechanisms.

In addition to completion of the Public Facilities Plan, the Rule requires that the City adopt the plan as a supporting document to the Comprehensive Plan and that the Comprehensive Plan be amended to include the following:

- o A list of project titles;
- o A map or written description of the project locations or service areas; and
- o Policies or an urban growth management agreement designating the provider of each public facility system or project.

Findings:

A. Public Facility Planning in Oregon City

Oregon City is currently in the process of planning for public facilities. From 1986 through 1988, the City has completed four major Facility Master Planning Projects. The projects include (Ordinance No. 90-1059):

- o **Water Master Plan - prepared by Murray, Smith and Associates and submitted to the City in November, 1987; and adopted October 4, 1989.**
- o **Drainage Master Plan - prepared by OTAK, Incorporated and submitted to the City in January, 1988; and adopted November 3, 1989.**
- o Sanitary Sewer Master Plan - prepared by OTAK, Incorporated. An initial draft was submitted in March 1988 for review by the City. Revisions were being made in August, 1988; adopted October 4, 1990.
- o Transportation Master Plan - prepared by CRSS, Incorporated and submitted to the City in August, 1989; adopted March 7, 1990.

Together, the various Master Plans represent the key components of the Public Facilities Plan required by ORS 197.712. Review and adoption of the Master Plans has been completed in 1990. To comply with the Public Facilities Planning Rule, each plan will need to be adopted as a supporting document to the City Comprehensive Plan. Upon adoption of the plans, lists of approved projects must be compiled and incorporated into the City Comprehensive Plan. The project lists must include locational maps or descriptions and policy statements or agreements designating the provider of each project.

Lists of projects as recommended in each of the completed Master Plans are attached as Appendix C. The lists are subject to change based on final adoption of the plans. According to Community Facility Policy #1 of the Oregon City Comprehensive Plan, Oregon City is the providing agency for projects related to each of the plans. The policy reads:

"The City of Oregon City will provide the following urban facilities and services as funding is available from public and private sources:

a. Streets and other roads and paths,
b. Minor sanitary and storm water facilities,
c. Police protection,
d. Fire protection,
e. Parks and recreation,
f. Distribution of water,
g. Planning, zoning, and subdivision regulation."

B. Shared Facilities

The Public Facilities plans that are being prepared and adopted by the City primarily address distribution and collection systems. The plans do not address the Water Source and Treatment Facilities and Sewage Treatment Facilities. Oregon City shares these facilities with other cities and local districts through the South Fork Water Board and the Tri-City Service District.

1. The South Fork Water Board

The South Fork Water Board is co-owned and operated by Oregon City and West Linn and has been providing water to the City since 1915. The Water Board maintains a treatment facility with a capacity of 20 million gallons per day. The two cities operate the Board under an intergovernmental agreement with elected officials serving as Board members.

Based on City Planning Department records, the most recent facilities plan for the South Fork Water Board was the Water Supply Study completed in 1974. A new updated facilities plan is needed. According to Larry Sparling of the Water Board staff, funds for a Master Plan will be allocated for the 1989-90 budget year. Upon completion of the facilities plan, the City will need to assess its impacts on the Oregon City Comprehensive Plan and make any necessary policy adjustments.

2. Tri-City Service District

The Tri-City Service District provides sewage treatment service for the Cities of Oregon City, Gladstone, and West Linn. In addition to treatment facilities, the District provides the network of sewer interceptor lines that service the cities. Each of the cities participates in the District through an intergovernmental agreement. The Tri-City Service District is also discussed in the Factor 3 DEQ Water Quality Section of the Periodic Review Order.

The Oregon City Comprehensive Plan includes policies that define the role of the City and Tri-City Service District in providing sewer service to the Oregon City area. The policies state:

Sanitary Sewers

1. The Sewerage Facilities Plan will be implemented under the management of the Tri-City Service District to ensure adequate sanitary sewers and treatment services for Oregon City.

2. The City will coordinate with the Tri-City Service District to ensure adequate siting and maintenance of major trunk sewer lines and treatment facilities.

3. The City shall maintain responsibility for siting and maintenance of minor sewer lines within City limits.

4. Urban development within the City's incorporated boundaries will be connected to the Tri-City sewer system with the exception of buildings that have existing sub-surface sewer treatment, if service is not available.

5. The Tri-City Service District will be encouraged to improve service in those areas impacted by an overloaded sewer system.

6. The Tri-City Service District will be encouraged to give priority to new areas slated for development at urban densities consistent with the City's Comprehensive Plan.

7. The Tri-City Service District will be encouraged to extend service into the urban growth area concurrent with annexation approval by Oregon City.

8. Oregon City will cooperate with the Tri-City Service District to plan, operate, and regulate wastewater systems that are consistent with MSD's Waste Treatment Management component."

Conclusion - Public Facilities Planning Rule:

To comply with the Public Facilities Planning Rule, Oregon City must adopt the Facilities Master Plans as supporting documents to the City's Comprehensive Plan. The Comprehensive Plan must be amended to include lists of public facilities projects and policy language identifying the provider of each project.

Upon completion of the South Fork Water Board Master Plan, the City's Comprehensive Plan Policies shall be reviewed to assure that the policies are consistent with the new plans.

Conclusion Factor Two: The City of Oregon City has proposed Amendments in its plan and implementing ordinances where necessary to assure compliance with the following administrative rules adopted or amended since the City's acknowledgment: OAR 660, Division 16 (Goal 5 Rule), OAR 660, Division 9 (Goal 9 Rule), OAR 660, Division 7 (Metropolitan Housing Rule), and OAR 660, Division 11 (Public Facilities Planning, Goal 11 Rule). The City has adopted the proposed amendments to the plan and ordinances as listed in the preceding pages, the City does comply with the requirements of Factor Two.

FACTOR THREE

STATE AGENCY PLANS AND PROGRAMS

Applicable Rule: OAR 669-19-055(2)(c)

"The comprehensive plan or land use regulations are inconsistent with a state agency plan or program relating to land use that was not in effect at the time the local governments comprehensive plan was acknowledged, and the agency has demonstrated that the plan or program:

a. Is mandated by state statute or federal law;
b. Is consistent with the goals; and
c. Has objectives that cannot be achieved in a manner consistent with the comprehensive plan or land use regulation."

Findings: The DLCD notice of November 18, 1987 listed the following state agency programs which apply to the City of Oregon City's local review. The City agrees with the DLCD and state agency determination that the programs meet the three-part test of OAR 660-19-055(2)(c) and makes the following findings addressing the requirements of the state agency programs:

1. Department of Environmental Quality

Requirement: "Local governments must maintain an up-to-date inventory of major air, water, solid and hazardous waste and noise pollution sources and site."

Response:

a. Air

Oregon City is located in the Portland Air Quality Maintenance Area AQMA and is affected by regional air pollution patterns. The City is not located near a Class I air quality area.

The Oregon City Comprehensive Plan identifies sources of air pollution within the City. The plan inventory must be updated by eliminating Rossman's Landfill which closed in 1982, as a potential source of particulate matter. The former landfill site continues to emit odors and is still considered a pollution source. The Metro South Station (solid waste transfer station) is a new source of odor within the City. The Plan must be updated to include this site. No other new sources of air pollution have located in the City since the Comprehensive Plan was prepared.

The Comprehensive Plan includes Air Quality Policy 1 which states in part: "...MSD and DEQ are development a regional control strategy to bring the metropolitan area into attainment by 1987. Oregon City will cooperate and work with these agencies to realize this goal." The City revised the Policy to state that the City will comply with DEQ standards as follows:

> Oregon City lies within the Portland-Vancouver Interstate Air Quality Maintenance Area (AQMA). The Metropolitan Service District (MSD) and the Department of Environmental Quality (DEQ) ;have developed a regional control strategy to bring the Metropolitan area into attainment by 1990. Oregon City shall comply with all applicable DEQ air quality standards and regulations. (Ordinance No. 90-1031).

b. Water

The City Comprehensive Plan lists the Clackamas and Willamette Rivers as the two most significant water resources in the Oregon City area. Within the UGB of the City, there are no lakes identified which have been identified in the Atlas of Oregon Lakes.

The Comprehensive Plan states that sewage treatment plant shutdowns pose the greatest threat to water quality in the area. Since the Oregon City Comprehensive Plan was written, a new sewage treatment plant has been developed. The Tri-City Service District operates the plant which opened in 1986 and serves Gladstone, West Linn, and Oregon City. The District boundaries follow the city limits of the three cities and service is limited to incorporated areas.

The Tri-City sewage treatment plant was designed for a population of 72,000 persons (the estimated year 2000 population for the three cities). The plant was designed to be expanded with hydraulic capacity to serve an ultimate population of 140,000. Population of the three cities in 1986 totaled 37,060 persons based on population estimates from Portland State University.

The dry and wet sewage treatment plant flows are as follows:

	Current	Design Capacity
Dry Season	3.4 MGD	8.4 MGD
Wet Season	8.9 MGD	13.5 MGD

To meet design capacities for the treatment plant, each of the cities must conduct infiltration reduction projects and storm sewer separation projects. The cities agreed to complete these projects upon entry into the Tri-City Service District.

Long range planning for the sewage treatment plant is conducted by the Tri-City Service District. Based on population and capacity data, the plant will adequately serve the area through the year 2000. According to Tri-City administrator, Dave Abraham (Clackamas County Director of Utilities), planning for expansion of the plant will begin in the mid-1990's.

Water Quality Policy No. 3 of the Oregon City Comprehensive plan recognizes Tri-City's responsibility in providing sewage treatment facilities. The policy states:

"Coordinate development activity with the Tri-City Service District to ensure that public facilities and services are adequate to protect water quality in the Willamette and Clackamas Rivers."

Additional policies addressing sanitary sewers are included in the Plan. The policies are restated in Factor 2 - Goal 11 section of the Periodic Review Order.

The plan also includes a policy that recognizes the role of state and federal agencies in regulating water quality. The policy states:

"Coordinate local land use and economic development activities with regional, state and federal agencies to ensure control of water pollution levels in the Willamette and Clackamas Rivers."

c. **Solid Waste**

Since acknowledgement of the Oregon City Comprehensive Plan, Rossman's Landfill has closed and the Clackamas Recycling and Transfer Station (CTRC) has opened. The CTRC is a solid waste transfer station operated by the Metropolitan Service District (METRO). CTRC was renamed the Metro South Station in 1988. METRO is currently in the process of preparing a regional solid waste plan. The City Comprehensive Plan includes a policy expressing the City's willingness to work with Metro and cooperate in implementing a regional solid waste plan. Solid Waste Policy No 2 states:

"Solid Waste Disposal is a regional concern requiring regional solutions. Oregon City acknowledges MSD's responsibility to prepare and implement a solid waste management plan, acknowledges the MSD "Procedures for Siting Sanitary Landfills", and will participate in these procedures as appropriate".

The former Rossman's Landfill site is currently vacant except for methane gas piping equipment that crosses the site. The site is not considered a threat to the public health or the environment in its present state. However, the site could pose a problem if it was altered or disturbed. The site is designated for industrial use on the County Comprehensive Plan and upon annexation to the City, industrial zoning would apply. To assure that potential environmental hazards are not created through development of the site, an Environmental

Hazard policy was added to the Comprehensive Plan to be applied to the site. (Ordinance No. 90-1040).

d. **Noise**

The comprehensive plan includes an inventory of potential nose pollution sources. New sources of noise pollution include:

- o Highway 213 (Trail's End Highway);
- o Metro South Station (CTRC);
- o Clackamas County Animal Control Facility;
- o I-205; and
- o James River Corporation.

Rossman's Landfill and the Power Clean Car Wash are no longer in operation and are no longer noise sources. The City's Nuisance ode (Chapter 6 of the City Code) regulates noise.

Requirement: Local governments which lack policies requiring compliance with state and federal air, water, solid waste, hazardous waste, and noise regulations must adopt such policies.

Response: The following policy was added to the Natural Resource section of the Comprehensive Plan.

> "All development within the City of Oregon City shall comply with applicable state and federal air, water, solid waste, hazardous waste and noise environmental rules, regulations and standards. Development ordinance regulations shall be consistent with federal and state environmental regulations. (Ordinance No. 90-1031).

Requirement: Local governments with land use regulations relating to air, solid waste, hazardous waste and noise pollution which conflict with those of DEQ must amend them to be consistent.

Response: The City has not adopted specific land use regulations relating to air, solid waste, hazardous waste and noise pollution. Therefore, there is no conflict with established DEQ standards.

2. Department of Transportation

Aeronautics Division

Requirement: Public use airports must be protected from obstacles affecting aviation safety, such as radio and television transmission towers, power lines, trees, silos, and high-rise buildings. Each public-use airport must have an adopted imaginary-surfaces map and implementing ordinance that are compatible with Federal Aviation Regulations, Part 77. This includes height

restrictions and limits on density and uses in the vicinity of airports.

Response: The Oregon City Airport, a privately owned and operated facility, is located partially within the UGB. The majority of the airport lies outside the UBG. The site is designated for residential use on the Clackamas County Northwest Urban Land Use Plan Map. Upon annexation, City policies require that the site be designated for residential use to match the County Plan Map.

The City recognizes that the Airport Overlay Zoning needs to be applied to the area to satisfy Aeronautics Division requirements.

Because the area is not yet within the City limits, the County will need to develop Airport Overlay Zoning for the site. Upon annexation the City will adopt the Clackamas County Airport Overlay Zoning that applies to the area.

Highway Division

Requirement: Local governments must amend Goal 11 elements to inventory proposed highway improvements, and to adopt a policy to coordinate with ODOT in implementing its Improvement Program.

Response: The City will amend the Goal 11 elements to address the Public Facilities Rule inventory requirements. The City Engineer anticipates that this task will be completed by Spring of 1989. The following policy should be added to the Transportation Section of the Comprehensive Plan:

> "The City will cooperate with the Oregon Department of Transportation in implementation of the ODOT Six-Year Highway Improvement Program, as it relates to the Oregon City area." (Ordinance No. 90-1004).

Parks and Recreation Division

Requirement: Local Governments must maintain an up-to-date inventory of state parks and assure that local plans are consistent and coordinated with state park master plans.

Response: There are no state parks within the Oregon City UGB.

Conclusion - Factor Three: The City of Oregon City's plan and land use regulations are or will be consistent with all state agency plans and programs listed in the DLCD notice when the proposed plan text amendments discussed above are adopted. In summary, the City must:

- Revise Air Quality Policy No. 1; (Ordinance No. 90-1031)
- Adopt Environmental Hazard policy for Rossman's Landfill upon annexation, (Ordinance No. 90-1040)

- o Adopt a new Natural Resources policy that commits the City to compliance with state and federal standards; (Ordinance No. 90-1031)

- o Adopt Airport Overlay zoning as the Oregon City Airport is annexed; and

- o Adopt a new transportation policy in support of the ODOT Six-Year Plan. (Ordinance No. 90-1004)

Adoption of the amendments will bring Oregon City into compliance with the requirements of Factor Three, OAR 660-19-055(2)(c).

FACTOR FOUR

ADDITIONAL PLANNING TASKS REQUIRED AT THE TIME OF ACKNOWLEDGEMENT OR AGREED TO IN RECEIPT OF STATE GRANT FUND

Applicable Rule: OAR 660-19-0555(2)(d)

"In its periodic review notice issued to OAR 660-19-050, the Director shall inform the local government about any additional planning tasks or requirements identified at the time of acknowledgment or which were agreed to by the jurisdiction to receive review and update funds and are necessary to make the plan or land use regulations comply with the Goals."

Finding and Conclusion: In the periodic review notice issued to Oregon City on November 18, 1987, the Director of DLCD indicated that Factor 4 does not apply to the City.

OVERALL CONCLUSION

The City of Oregon City has conducted a thorough review of its comprehensive plan and development ordinance in response to: changes in the community; amended or newly adopted Statewide Planning Goals, Oregon Administrative Rules, and Oregon statutes; new or revised state agency plans, programs, and inventories. The findings presented in this local review order contain the City's responses to the periodic review factor and outline proposed plan and ordinance amendments which, when adopted, will bring the plan and development ordinance into compliance with all applicable requirements listed in the DLCD periodic review requirement notice of November 18, 1987. Adoption of the plan and development ordinance amendments and final review order will complete Oregon City's periodic review responsibilities required by ORS 197.640 and OAR 660, Division 19.

CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERV
DEPARTMENT
Planning, Building
Engineering
320 Warner Milne Rc
Oregon City, OR 97
(503) 657-0895

ANNEXATION PROCEDURE

1. Most often, annexations are initiated upon receipt of an annexation request from a property owner or group of owners.

2. Once the City has received a petition for annexation, staff determines an area that will be contacted to see if any additional property owners are interested.

3. Letters are sent to property owners in the identified area. Based on response, staff determines an annexation boundary.

4. If staff recommends to include non-petitioning properties, then the non-petitioning property owners will be notified by mail prior to a report and recommendation being forwarded to the City Commission.

5. Based on meetings with any non-petitioning property owners, staff may recommend changes to the annexation boundary proposal.

6. Staff prepares a Commission report and schedules a Resolution to be considered by the City Commission at a public meeting (but not a public hearing).

7. The City Commission considers the staff recommendation and passes a resolution approving the boundary as submitted or modified.

8. Staff completes the annexation paperwork and forwards it to the Boundary Commission. The petitioning property owners pay a filing fee to the Boundary Commission, based on acreage.

9. Boundary Commission staff schedule a public hearing, publish notice and direct City staff to post the property being considered for annexation.

10. The Boundary Commission holds a public hearing and makes a decision.

11. If the annexation is approved, it generally takes effect immediately. The Boundary Commission also has the authority to delay the effective date of an annexation. When annexations are approved within 90 days of an election, the annexation does not take effect until the day after the election (so that polling places are not affected).

12. Following the effective date of the annexation, City staff schedule public hearings before the Planning Commission and City Commission to determine the zoning for the property.

"APPENDIX B"

11-13-31: FEES:

(A) PURPOSE: Application fees aid in defraying the City's cost for processing applications. Fees charged are not intended to exceed the average cost for processing the type of review requested.

(B) FILING FEES: The following fees shall be required to be paid to the City at the time of application for the action requested. Such fees shall not be refundable, except as noted in subsection 11-13-31(C).

1. Annexation	$ 0.00
2. Appeals of Land Use Decisions	250.00
3. Conditional Use Permit	395.00
4. Conditional Use Permit - Mobile Home Park	450.00
5. Design/Site Review - Cost of Construction	
$ 0.00 - 999.00	$ 75.00
1,000.00 - 9,999.00	200.00
10,000.00 - 49,999.00	400.00

11-13-31

B,5) Cost of Construction (cont.)

50,000.00 - 99,999.00	$ 700.00
100,000.00 - 249,999.00	1,000.00
250,000.00 - 449,999.00	1,500.00
500,000.00 - 999,999.00	2,500.00
1,000,000.00 - 4,999,999.00	3,500.00
5,000,000.00 and over	5,000.00
6. Engineering Site Review	150.00
7. Extension of Land Use Permit	150.00
8. Historic Review	0.00
9. Lot Line Adjustment	100.00
10. Lot Line Consolidation	50.00
11. Minor Land Partition	275.00
12. Major Land Partition	375.00
13. Mobile Home License Fee	10.00/space
14. Mobile Home License Transfer Fee	10.00
15. Modification of Conditions	200.00
16. Planned Unit Development	375.00 plus $25.00/unit
17. Plan Amendment	700.00
18. Sign Variance	275.00
19. Similar Use	395.00
20. Subdivision	700.00 + 25.00/Lot
21. Vacation - streets, alley, plat	375.00
22. Variance	275.00
23. Willamette River Greenway Permit	395.00
24. Willamette River Greenway Permit requiring compatibility review	395.00
25. Zone Change	500.00 plus $50.00/acre

11-13-31

(C) FEE REFUNDS: The situations under which required fees may be refunded are stated below:

1. UNNECESSARY FEES: When a fee is accepted by staff for a land use review that is later found to not be required, a full refund will be given.

2. ERRORS: When an error is made in calculating a fee, overpayment will be refunded.

3. FULL REFUNDS. If a written request for the withdrawal of an application for a land use review is received before staff has notified other departments or prepared any maps, a full refund will be given. (Ord. 90-1044, 8-1-90, eff. 8-1-90)

APPENDIX "C"

PROJECT LISTS FROM THE MASTER PLANS

WATER

TRANSPORTATION

DRAINAGE

SEWER

CHAPTER 8

IMPLEMENTATION PROGRAM

General

This study has investigated the City of Oregon City's existing water system, has evaluated its adequacy in meeting present water use needs, and has determined future water demand requirements based on planned community growth. The study has identified deficiencies in the existing system and outlines improvements to correct these deficiencies and to expand the system to provide for future development. The analysis and recommendations of this master plan are discussed in Chapters 4 and 6. The existing system, and proposed improvements are illustrated on the Water Master Plan map included with this report.

Implementation of Improvements

The recommendations of this study are categorized as either short, medium, or long range. Short range improvements are those considered as highest priority to correct existing system deficiencies or to meet immediate service needs and should be planned for implementation within the next five years. Medium range improvements comprise those remaining proposed improvements within the present City Limits which upgrade residential fire flow capacity where needed, and generally improve system circulation and network looping. These improvements should be implemented as funding allows, within the next ten years. Long range improvements include those proposed to provide for future City expansion out to the present Urban Growth Boundary. These improvements should be implemented as future development and City annexation demands.

Cost Estimates

Recommended improvements are itemized by project type in Tables 8-1 through 8-6, along with estimated project costs. Listed project costs are planning level budget estimates based on estimated 1987 construction costs and include an allowance of 25 percent for contingencies, administration, and engineering. Estimates assume construction by private contractors. Piping materials are assumed as ductile iron and reservoirs as steel. For purposes of future updating, the current Engineering News Record Construction Cost Index is 4390. A summary of estimated short, medium and long range project costs is shown below in Table 8-1A.

TABLE 8-1A

SUMMARY
OF
ESTIMATED
PROJECT COSTS

Item	Project Cost, 1987 Dollars		
	Short Range	Medium Range	Long Range
Storage	$ 985,000		$1,180,000
Transmission Mains	143,750		1,035,200
Distribution Mains	1,407,030	$1,539,607	6,178,497
Pumping Stations	85,000		1,000,000
Pressure Reducing Stations	135,000		85,000
Other	745,000		2,125,000
Totals	3,500,780	$1,539,607	$11,603,697

Funding Future Improvements

The future improvements described in the above Summary of Estimated Costs outlines that approximately $3,500,000 in improvements should be constructed in the Short Range improvements program (within a period of five years). The medium range improvements which should be completed within the next ten years total an additional $1,500,000.

These improvements when constructed should be financed from revenue derived from sale of water. Connection fees and system improvement charges should not be used in forecasting revenue due to normal fluctuation in building starts and possible reductions in revenue when needed. Reliance upon property taxes should not be included in any City plans to raise revenue for capital improvements which are outlined in Chapter 7.

Two approaches should be considered in the financial planning for future improvements. These approaches are: 1) a pay-as-you-go method; and 2) a sale of general obligation bonds or revenue bonds to repay debt over a period of not more than 20 years.

As pointed out in Chapter 7, the existing rate structure is not sufficient to cover any large future expense, therefore, any new construction requirements (debt service or other expense) would add to the expenses resulting in a need to raise the water rates.

If an addition of general obligation bond debt service for financing $3,500,000 for 20 years at 8 percent was made to the present expense of the water fund, that amount would be $356,475 annually. The added income would be the $356,475

debt service minus the excess income shown in TABLE 7-1 of $110,200 or $246,275 annually. With approximately 6,200 equivalent connections in the water system, a monthly increase in water billings per service would be about $3.30.

If interest only was paid on a $3,500,000 bond issue for the period 1987-88 through 1991 when the 1975 bond issue principal is totally paid, then the amount of extra revenue needed would be $280,000 minus $110,200 or $169,800 annually. Then, starting in 1992 with principal and interest being repaid in the next 17 years, the additional income needed would be $273,505. Assuming the later figure was used to establish new water rates on the same basis as outlined above, the increase per equivalent connection per month would be $3.68.

If a pay-as-you-go method was used to finance the Short Range Improvement Program over 5 years, the water rates would have to be increased $9.41 per month and increased only $4.70 per month to construct the improvements over a ten-year period, not considering any inflation in construction and project costs over the ten-year period.

TABLE 8-1

ESTIMATED PROJECT COSTS

TRANSMISSION MAIN IMPROVEMENTS

Location/Description	Diameter (inches)	Length (feet)	Estimated Project Cost, 1987 Dollars
SHORT RANGE:			
Glen Oaks Rd. to reservoir site east of O.C. Golf Course - Rehabilitate section of abandoned Mountain Line	16	4,600	$143,750
LONG RANGE:			
Total all areas	12	12,400	795,20
Total all areas	10	4,000	240,000
Subtotals:			
Short Range			$ 143,750
Long Range			$1,035,200

TABLE 8-2

ESTIMATED PROJECT COSTS

STORAGE FACILITIES IMPROVEMENTS

Description	Estimated Project Cost, 1987 Dollars
SHORT RANGE:	
Golf Course Reservoir	$575,000
Oregon City Reservoir No. 1 - Cover	910,000
LONG RANGE:	
Henrici Rd. Reservoir	150,000
Park Place Reservoir No. 1	400,000
Park Place Reservoir No. 2	330,000
Park Place Reservoir No. 3	150,000
Existing Mt. View Elevated Tank - Relocate to Park Place Stoltz Rd. Res. Site	150,000
Subtotals:	
Short Range	$985,000
Long Range	$1,180,000

TABLE 3-3

ESTIMATED PROJECT COSTS

PUMPING STATION IMPROVEMENTS

Description	Estimated Project Cost, 1987 Dollars
SHORT RANGE:	
Mt. View Pump Station Improvements - Phase 1	$ 85,000
LONG RANGE:	
Mt. View Pump Station Improvements Phase 2	350,000
Golf Course Pump Station	75,000
Park Place Pump Station No. 1	250,000
Park Place Pump Station No. 2	175,000
Park Place Pump Station No. 3	100,000
Park Place Pump Station No. 4	50,000
Subtotals:	
Short Range	$ 85,000
Long Range	$1,000,000

TABLE 8-4

ESTIMATED PROJECT COSTS
PRESSURE REDUCING STATION
IMPROVEMENTS

Location Description	Estimated Project Cost, 1987 Dollars
SHORT RANGE:	
11th and Washington - Relocate PRV	$45,000
15th and Madison - Replace valve only	10,000
Center Street between Ogden Drive and Sunset Street - New PRV	25,000
14th and Division - New PRV & Meter Facility	55,000
LONG RANGE:	
S. End Road - Canemah	35,000
N. of Maple Lane	25,000
S. Caufield Road, West of Molalla	25,000
Subtotals:	
Short Range	$135,000
Long Range	$85,000

TABLE 8-5

ESTIMATED PROJECT COSTS
DISTRIBUTION MAIN IMPROVEMENTS

Location/Description	Diameter (inches)	Length (ft)	Estimated Project Cost, 1987 Dollars
Oregon City Low Level Zone			
SHORT RANGE:			
11th St. Between Main & Washington	10"	560'	$ 33,656
MEDIUM RANGE:			
Abernethy Road West of 82nd Ave.	12"	1920'	123,264
Oregon City Intermediate Level Zone			
SHORT RANGE:			
From O.C. Res. No. 1 northwest to 4th & John Q. Adams	12"	3,400'	218,280
From O.C. Res. No. 1 northeast to Mollala & Division	12"	3,000'	192,600
Washington between 9th & 11th	8"	600'	29,100
11th between Washington & Jackson	8"	1600'	76,600
9th between Washington & John Q. Adams	8"	1360'	65,960
9th between John Q. Adams & Taylor St.	8"	1360'	65,960
Taylor between Division & 9th St.	8"	800'	38,800
East side of Molalla Ave. from Dewey to Division, 10" interconnect existing pipe	--	--	20,000
MEDIUM RANGE:			
Monroe, from 12th to 15th St.	6"	1040'	43,781

TABLE 8-5 CONTINUED

Location/Description	Diameter (inches)	Length (ft)	Estimated Project Cost, 1987 Dollars
John Q. Adams from 12th to 14th St.	6"	585'	24,628
Van Buren from 12th to 16th St.	6"	1360'	57,256
Harrison from 15th to 16th	6"	400'	16,840
Washington and John Adams between 11th and 12th, and 12th between Washington and John Adams	6"	1400'	58,940
12th between Madison & Jackson	6"	800'	33,680
12th between Jackson & Taylor	6"	1120'	47,152
13th between Jackson & Van Buren	6"	360'	15,156
Van Buren between 9th & 10th	6"	360'	15,156
8th between John Adams & Jackson St	6"	1360'	57,256
Taylor betwen 10th & 12th	6"	560'	23,576
John Adams between 7th & 9th	6"	640'	26,944
Jefferson between 6th & 9th	6"	1040'	43,784
Washington between 4th & 7th	6"	1000'	42,100
John Adams between 4th & 7th	6"	1000'	42,100
Madison between 4th & 5th	6"	360'	15,156
Madison between 6th & 7th	6"	360'	15,156
4th between High & Washington	6"	480'	20,208
High St. between 2nd & 3rd	6"	360'	15,156
Jackson between 6th & 7th	6"	350'	14,735
Van Buren between 7th & 8th	6"	360'	15,156
Lincoln between 13th & 14th	6"	360'	15,156

TABLE 8-5 CONTINUED

Location/Description	Diameter (inches)	Length (ft)	Estimated Project Cost, 1987 Dollars
12th between Lincoln & Grant	6"	240'	10,104
8th between Polk & Buchanan	6"	800'	33,680
S. 2nd St. between High & Center	6"	280'	11,788
Jackson between 4th & 5th	6"	360'	15,156
Warren between Roosevelt & Division	6"	800'	33,680
Oak between East & Linn Ave.	6"	280'	11,788
Hazel between East & Linn Ave.	6"	280'	11,788
Center from Telford north 640' & Telford from Center to Charman St.	6"	1120'	47,152
Oregon City High Level Zone			
SHORT RANGE:			
North end of Lafayette Ave. to S.W. end of Amanda Ct.	8"	640'	31,040
Warner Parrott from S. end Rd. to Boynton St.	14"	1040'	76,856
Boynton St. from Warner Parrott Rd. to Buol St.	16"	1280'	104,403
Canemah Rd. from Warner Parrott to McCarver	12"	1200'	77,040
160' at East end of Cascade St. to Alden, & on Alden from Cascade St. to Whitman Way.	8"	400'	19,400
Kaen Rd. south from Warner Milne	12"	1,760'	112,992
Pleasant Avenue from Mt. Hood St.	10"	1300'	78,130
to Caufield St., Caufield St. from	12"	150'	9,630
Dimick St. to east side of Molalla Ave.	8"	350'	16,975
Molalla Avenue 16" interties			50,000

TABLE 8-5 CONTINUED

Location/Description	Diameter (inches)	Length (ft)	Estimated Project Cost, 1987 Dollars
MEDIUM RANGE:			
Madrona Ct. from Madrona Dr. to Lafayette Ave.	6"	320'	13,472
Sunny Ln. from Lawton Rd. South	6"	800'	33,680
Glacier Ct. from S. End Rd. East	6"	680'	28,628
Buol St. from Boynton St. to Blue Ridge Dr.	16"	1040'	84,827
Shenandoh from S. Central Pt. Rd. to Blue Ridge Dr. & North on Blue Ridge Dr. 800'	14"	1440'	117,453
A.V. Davis Rd. from Canemah Rd. to Linn Ave.	6"	1000'	42,100
Donald St. east of Canemah Rd.	6"	720'	30,312
Charman St. from 240' west of Cherry Ave. to Ainsworth	6"	1680'	70,728
Apperson from Charman to McKinley	6"	680'	28,268
Beverly Dr. west of Molalla Ave.	6"	1360'	57,256
West end of Warner St.	6"	640'	26,944
Roundtree Drive between Ridge Dr. & Warner Parrott Rd.	8"	320'	15,520
East end of Fir St., across O.C. By-Pass	12"	1160'	74,472
From Fir St. to Fire Station, east of Molalla Ave.	10"	800'	48,080

TABLE 8-5 CONTINUED

Location/Description	Diameter (inches)	Length (ft)	Estimated Project Cost, 1987 Dollars
LONG RANGE:			
Total all areas	6"	4880	205,448
Total all areas	8"	31,680	1,536,480
Total all areas	10"	20,200	1,214,020
Total all areas	12"	28,060	1,801,452
Total all areas	14"	19,230	1,421,097

Subtotals:

Short Range	$1,407,030
Medium Range	$1,539,607
Long Range	$6,178,497

TABLE 8-6

ESTIMATED PROJECT COSTS
OTHER IMPROVEMENTS

Description	Estimated Project Cost, 1987 Dollars
SHORT RANGE:	
O.C. Intermediate & Low Level Zone Field Investigation and Engineering Analysis	$ 15,000
South Fork Water Board Improvements (Short Range)	650,000
Reservoir Site Land Aquisitions --	
Henrici Rd. Reservoir	20,000
Park Place Res. No. 1	20,000
Park Place Res. No. 2	20,000
Park Place Res. No. 3 & 4	20,000
LONG RANGE:	
South Fork Water Board Improvements (Long Range)	2,000,000
Telemetering & Supervisory Control System	125,000
Subtotals:	
Short Range	$ 745,000
Long Range	$2,125,000

7.0 CAPITAL IMPROVEMENT PROGRAM

Transportation improvements in the Oregon City area have been proposed by four jurisdictions: the City of Oregon City, Clackamas County, the Oregon State Highway Division (OSHD), and TRI-MET. Figure 29 identifies the location and type of these improvements, based on the latest capital improvement programs (CIP's) of each jurisdiction. Some improvements (such as the McLoughlin/Tumwater intersection channelization and Beavercreek/Warner Milne corridor improvements) are identified by more than one jurisdiction.

7.1 Five-Year Program

The projects identified in the City of Oregon City program are those in the 1986-91 City CIP (16), which was adopted in February 1986. This is the latest five-year program developed by the City. Most of these projects have not been implemented due to the lack of funding. The County projects identified are those in the County's current Transportation Plan Update (17), and focus on roadway widening and intersection improvements on the County roadway system just outside Oregon City. OSHD only has three improvements planned on the state highway system through Oregon City, all on McLoughlin Blvd. (OR 99E) (18). This includes a new McLoughlin bridge over Main Street, and intersection improvements at Tumwater Drive and Hedges Street.

Based on a review of the City's existing five-year CIP program and the short-term needs assessment and financing analysis conducted as part of this city transportation study, an updated five-year CIP has been prepared (see Table 13). The program has been divided into three categories: street improvements, urban renewal improvements, and other improvements. The program reflects both specific short-term improvement projects and on-going improvement/maintenance programs, such as street resurfacing, signal maintenance, and sidewalk repair. A total cost (in 1989 dollars) of about $3.4 million for the CIP has been identified. Preliminary analysis indicates that this cost can be covered by projected revenues over the next five year from existing funding sources, notably the state gas tax and traffic impact fee. This would allow a higher level of expenditure for the on-going programs and implementation of some of the longer-term improvements if added revenue sources can be identified.

7.2 Long-Term Improvement Needs

Table 14 identifies the longer-term (5-20 years) transportation improvement needs in the City. Cost estimates have been identified for those projects and programs under current city jurisdiction (including city-financed street extensions), such

TABLE 13

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94 OREGON CITY

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
STREET		
Street Resurfacing Program	$ 100,000/Year $ 500,000/Total	City
Resurfacing with asphalt concrete - may include adjusting manholes and valve covers to grade, and restriping		
Intersection Improvements	$ 220,000	
May include right-of-way acquisition, curb return reconstruction to accommodate truck and other vehicular traffic, traffic signal upgrade, minor paving, utility relocations, signing and striping.		
- Downtown - curb return reconstruction	$ 31,000	City
- Singer Hill/7th Street - channelization	$ 29,000	City
- Molalla Avenue/7th Street/Division Street Taylor Street - intersection reconstruction	$ 14,000	City
- 7th Street/Washington Street - traffic signal modification	$ 10,000	City
- 11th Street/McLoughlin Blvd. (99E) - channelization	$ 5,000	City
- 13th Street/McLoughlin Blvd. (99E) - channelization	$ 5,000	City
- Molalla Avenue/Clairmont Way - channelization, install Opticom	$ 6,000	City

TABLE 13 (cont.)

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94 OREGON CITY

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Intersection Improvements - Continued		
- Molalla Avenue/Holmes Lane/Hilda Street - channelization	$ 20,000	City
- 7th/Polk - new pedestrian signal	$ 31,000	City
- South Second Street / McLoughlin Blvd. - channelization		State
- Molalla Avenue/Pearl Street - channelization	$ 20,000	City
- 7th Street/Monroe Street - install Opticom	$ 5,000	City
- Molalla Avenue/Beavercreek Road - install Opticom	$ 5,000	City
- Molalla Avenue/Gaffney Lane - install Opticom, channelization	$ 6,000	City
- Molalla Avenue/Warner-Milne Road - install Opticom	$ 5,000	City
- 17th Street/Anchor Way - channelization	$ 20,000	City
- Molalla Avenue/Harris Lane - curb return modification	$ 8,000	City
- Forsythe Rd. / Clackamas River Drive - channelization		County
- Beavercreek Road/Maple Lane - channelization, add signal		County
- Warner Milne Road/Kaen Road - channelization, add signal		County
Signal Maintenance Program	$ 30,000/Year $ 150,000/Total	

TABLE 13 (cont.)

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94 OREGON CITY

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Signal Maintenance Program - continued		
- 17th St./Washington St./Abernethy Rd. - replace detector loops, painting, realign signal heads, repair pedestrian push buttons		City
- 7th/Washington St. - realign signal heads		City
- Molalla Ave./Beavercreek Rd. - replace detector loops on WB approach - painting		City
- Molalla Ave./Pearl St. - painting		City
- Molalla Ave./Holmes Ln. - replace pedestrian push buttons - painting		City
- Molalla Ave./Clairmont Way - replace illuminated sign face - replace detector loops - new messenger cable - painting		City
- 15th St./Washington St. - realign signal heads		City
- 14th St./Washington St. - painting		City
- 7th St./McLoughlin Blvd. - replace signal conduit on bridge - install new pedestrian push buttons - painting - realign signal heads		City
- 7th St./Polk St. - install new pedestrian push buttons - realign signal heads		City

TABLE 13 (cont.)

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94 OREGON CITY

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Signal Maintenance Program - continued		
- Molalla Ave./Division St. - painting - repair messenger cable		City
- 7th St./Monroe St. - painting		City
- Molalla Ave./Gaffney Ln. - painting, new loop detectors, pedestrian push button sign		City
- 10th St./Main St. - realign signal heads		City
- Molalla Ave./Fire Station #2 Access - realign signal heads		City
- 7th St./John Adams St. - realign signal heads		City
- 9th St./Jackson St. - realign signal head		City
- 15th St./Division St. - change to yellow flasher for Division approaches - realign signal heads		City
- 5th St./John Adams St. - realign signal head		City
- Linn Ave./Holmes Lane - realign signal head		City
- South End Rd./Warner Parrott Rd. - realign signal head		City
- Linn Ave./Warner Milne Rd. - realign signal head		City
Roadway Improvements	$1,076,000	
May include right-of-way acquisition, widening, channelization, pavement reconstruction/resurfacing, traffic signal modifications, signing and striping		

TABLE 13 (cont.)

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94

Program/Project Description	Total Cost 1989 Dollars Local Share (City/Private)	Funding Agency
Roadway Improvements - continued		
- Molalla from Warner-Milne to Division - restripe to 3 lanes	$ 20,000	City
- Washington Street from 11th Street to 12th Street - widening	$ 10,000	City
- Agnes Avenue from Park Place to Main Street Extension - paving	$ 42,000	City/Private
- Harrison/Division Streets in vicinity of Eastman Grade School - widening/channelization	$ 22,000	School District
- Gaffney Lane - widening and drainage improvements	$ 114,000	City/Private
- Beavercreek Road - widen Beavercreek Road to three lanes between Molalla Avenue and Fred Meyer access and realign Molalla/ Beavercreek intersection	$ 34,000 (City share)	City/County/State
- Magnolia Street - vertical realignment/new sidewalk north of Barclay Hills Drive - new street between Barclay Hills Drive and Hilda Street	$ 120,000	City/Private
- Warner-Milne Road/Warner-Parrott Road Roadway Realignment - realign roadway, new signal	$ 67,000 (City Share)	City/County
- Meyers Road Extension - construct new collector street from south end of existing Meyers Road to Molalla Avenue.	$ 627,000	City
- McLoughlin Blvd. - Main St. Extension Bridge Replacement Main St. widening under bridge	$ 20,000	State/Private
- Red Soils access road from Molalla Avenue to Kaen Road	$ 400,000	City/County
- I-205 Bikeway - Park Place to Main Street		State

TABLE 13 (cont.)

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94 OREGON CITY

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Street Light Program		
Provides for the installation of street lights on a systematic basis to improve traffic safety and reduce crime.	$ 10,000/Year $ 50,000/Total	City
Safety Improvements		
Spot safety improvements including raised markers, guard rails and signing to improve traffic safety and reduce City liability.	$ 10,000/Year $ 50,000/Total	City
Sidewalk Development Program	$ 50,000/Year $ 250,000/Total	
- Repair/replacement of existing sidewalks	$ 15,000/Year	City
- New sidewalks on collectors and arterials	$ 35,000/Year	City
- New sidewalks on local streets	As Requested	Private
Bicycle Facility Program		
Signing and striping on selected collectors and arterials to begin to develop bike lane/route network.	$ 10,000/year $ 50,000/Total	City
SUBTOTAL	$2,346,000	
URBAN RENEWAL		
Historic Core Improvements - Phase I	$ 562,000	City/Urban Renewal Agency

TABLE 13 (cont.)

PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1989-94 OREGON CITY

Program/Project Description	Total Cost 1989 Dollars Local Share (City/Private)	Funding Agency
Design and construct a street and sidewalk improvement project in the historic core. Includes sidewalk widening, resurfacing, corner curb extensions, textured crosswalks, street furniture, lighting and landscaping for Main, 8th and 7th Streets.		
Riverfront Improvements		
Phase I includes design for both Phases I and II and street trees and street furniture	$ 164,000	City/Urban Renewal Agency
	$ 23,000	City/Urban Renewal Agency
Alleyway Improvements		
Design and construct pedestrian improvements in the Block 3 and Block 9 alleys and at 7th Street and the Bridge.	$ 108,000	City/Urban Renewal Agency
Street Lighting		
Provide additional street lights for side streets in the historic core and along McLoughlin Promenade.	$ 18,000 (City Share)	City/State
Falls Viewpoint		
Improve Falls Viewpoint pull-off on McLoughlin Blvd. (OR 99E).	$ 200,000 (City Share)	TRI-MET/City
Bus Transit Center	$1,07?,000	
SUBTOTAL		
OTHER		
Bus Park-n-Ride		TRI-MET
New 200+ space park-n-ride in vicinity of I-205/Park Place interchange.		
TOTAL	$3,421,000	

TABLE 14

LONG-TERM TRANSPORTATION IMPROVEMENT NEEDS
(5-20 YEARS)

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
STREET		
Intersection Improvements		
- Beavercreek Road / Oregon City Bypass - new interchange		County/State
- I-205/Park Place (Oregon City Bypass) - interchange modifications		State
- 17th Street / Abernethy Road / Washington Street - Abernethy Creek bridge reconstruction	$ 100,000	City
- South Second Street. / McLoughlin Blvd. - construct turn lanes on McLoughlin - new signal		State
- Redland Road / Holly Lane - add turn lanes / widen		County
Roadway Improvements		
- Beavercreek Road from Molalla Avenue to Oregon City Bypass - widen to five lanes; Molalla Avenue from Beavercreek Road to Warner Milne Road widen to seven lanes; Warner Milne Road from Molalla Avenue to Linn Avenue - widen to five lanes	$ 320,000 (City share)	City/County/State
- Beavercreek Road from Oregon City Bypass to Henrici Road - widen to five lanes		City
- Molalla Avenue from Warner Milne Road to Division Street - widen to five lanes	$2,000,000	City

TABLE 14 - Continued

LONG-TERM TRANSPORTATION IMPROVEMENT NEEDS
(5-20 YEARS)

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Roadway Improvements - Continued		
- Anchor Way from 17th Street to Redland Road - realignment and widening of Abernethy Creek bridge	$ 600,000	City
- Abernethy Road - realignment and extension to intersect with Main Street Extension		County
- Oregon City Bypass from Beavercreek Road to I-205 - widen to six lanes		State
- Linn Avenue from Warner Milne Road to Jackson Street - widen to three lanes	$1,700,000	City
- Main Street from 17th Street to McLoughlin Blvd frontage road - widen shoulders / possible three lane section	$ 900,000	City
- Leland Road from Meyers Road to Urban Growth Boundary (UGB) - widen to three lanes and widen urban shoulders		County
- Central Point Road from Warner Parrott Road to UGB - widen to three lanes and widen shoulders		County
- South End Road from Warner Parrott Road to UGB - widen to three lanes and widen shoulders		County
- Clairmont Way extension from Molalla Avenue to Beavercreek Road	$ 400,000	City
- Fir Street extension from east end of existing Fir Street to Beavercreek Road - new two-lane roadway	$1,000,000	City

TABLE 14 - Continued

LONG-TERM TRANSPORTATION IMPROVEMENT NEEDS
(5-20 YEARS)

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Roadway Improvements - Continued		
- Boynton Street extension from south end of existing Boynton Street to Central Point Road - new two-lane roadway	$1,000,000	City
- Glen Oak development access road off Molalla Avenue - new two-lane roadway	$2,250,000	City
Signal System Upgrade		
- Install new 170 series controllers at City-maintained full signals, and develop actuated signal operation	$ 100,000	City
- Develop signal interconnect system on Molalla Avenue and 7th Street	$ 50,000	City
- Install Opticom at 17th/Abernethy/Washington, 15th/Washington, 14th/Washington, Molalla/Holmes, Molalla/Pearl	$ 25,000	City
On-going Programs (Street resurfacing, signal maintenance, street lights, safety improvements, sidewalk development program, bicycle facility program)	$ 210,000/year $ 3,150,000/total	City
Subtotal	$14,075,000	
URBAN RENEWAL		

TABLE 14 - Continued

LONG-TERM TRANSPORTATION IMPROVEMENT NEEDS
(5-20 YEARS)

Program/Project Description	Total Cost 1989 Dollars - Local Share (City/Private)	Funding Agency
Riverfront Improvements		
- Phase II includes elimination of parking along the riverfront, installation of a fully landscaped parkway from the new dock to the 5th Street Plaza. (Availability of alternate parking is a prerequisite.) Coordinate with 8th Street Dock and Waterfront Restaurant projects.	$ 270,000	City / Urban Renewal Agency
Historic Core Plaza(s)		
- Continue construction of improvements if revitalization of downtown is succeeding and alternative parking is available.	$ 540,000	City / Urban Renewal Agency
- 8th Street Plaza	$ 216,000	
- Main St. Plaza from 7th St. to 9th St.	$ 324,000	
Underground Utility Lines	$ 90,000	City / Urban Renewal Agency
8th Street Dock	$ 1,122,000	City / Urban Renewal Agency
Subtotal	$ 2,562,000	
TOTAL	$16,237,000	

that the relative magnitude of longer-term needs can be identified and related to short-term needs. On-going programs (street resurfacing, signal maintenance, street lights, sidewalk development, and bicycle facility development) are shown to continue at the levels proposed in the five-year program. It is estimated that an added $13 million in special projects will be required over the 15 year period, with an added $3.2 million over this period for on-going programs. This does not include possible city cost sharing in the widening/upgrading of the existing county roadways outside the City (some of which could be transferred to city jurisdiction over the next 20 years, particularly as annexation occurs). The city-financed program includes completion of the Beavercreek Road/Warner Milne Road improvements (with city cost share); widening of Molalla and Linn Avenues north of Warner Milne; developing an improved Anchor Way connection to Redland Road; extending Fir and Boynton Streets and developing a new access to serve the Glen Oak area; completing the downtown urban renewal improvements; and upgrading the signal system to include all new controllers and signal interconnection along Molalla Avenue and 7th Street.

TABLE 6.1

PROPOSED CAPITAL IMPROVEMENTS FOR
THE CAUFIELD BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
CA50.42	Crossing at Glen Oaks Road, 1,600 ft. East of Molalla Avenue.	119	Minimum slope, 1.0% Headwater, 4.5 ft.	Extend the existing 48: CMP 8 ft. downstream and install a parallel 30" RCP				3
				48" CMP	8 L.F.	$109.82	$880	
				30" RCP	42 L.F.	$60.70	$2,550	
				Total			$3,430	
CA50.50	Crossing at Glen Oaks Road, 1,000 ft. East of Molalla Avenue.	144	Minimum slope, 1.0% Headwater, 4.5 ft.	Replace the existing CMP with 2 - 42" RCP. Improve Channel upstream and downstream				1
				42" RCP	84 L.F.	$83.50	$7,010	
				Grading	10 C.Y.	$12.00	$120	
				Total			$7,130	
CA60.60	Crossing at Glen Oaks Road, 500 ft. East of Molalla Avenue.	176	Minimum slope, 1.0% Headwater. 5.0 ft.	Extend the existing 30" RCP by 12 ft. downstream and install 2 - 36" RCP				1
				30" RCP	12 L.F.	$60.70	$730	
				36" RCP	84 L.F.	$71.94	$6,040	
				Grading	10 C.Y.	$12.00	$120	
				Total			$6,890	
CA120.103	Crossing at Lazy Creek Lane, 600 ft. West of Molalla Avenue	86	Minimum slope, 1.0% Headwater, 3.75 ft.	Replace the existing RCP with 2 - 36" RCP				3
				36" RCP	84 L.F.	$71.94	$6,040	
				Grading	30 C.Y.	$12.00	$360	
				Total			$6,400	

TABLE 6.1 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE CAULFIELD BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
CA130.120	Crossing at Falcon Drive South of Vance Road	43	Minimum slope, 1.0% Headwater, 3.5 ft.	Replace the existing CMP with 36" RCP				3
				36" RCP	42 L.F.	$71.94	$3,020	
				Grading	10 C.Y.	$12.00	$120	
				Total			$3,140	
						CIP subtotal	$26,990	
						Contingency %15	$4,050	
				TOTAL ESTIMATED CONSTRUCTION COST			$31,040	
				Engineering and surveying @ 17%			$5,280	
				Legal and administration @4%			$1,240	
				Financing @9%			$2,790	
				TOTAL PROGRAM COST			$40,350	

TABLE 6.2

PROPOSED CAPITAL IMPROVEMENTS FOR
THE CENTRAL POINT BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
CP10.10 to CP30.15	Major drainageway between Central Point Road and McCord Road.	40	Slope, 0.7%; Bottom width, 5.0 ft.; Minimum depth, 2.0 ft.; Side slope, 2:1	Construct 700 L.F. of grass lined channel.				3
				Channel	467 C.Y.	$10.00	$4,670	
CP30.15	Crossing at McCord Road, 650 ft. Southeast of Central Point Road.	53	Minimum slope, 0.7%; Headwater, 3.75 ft.	Replace the existing RCP with 36" RCP.				3
				36" RCP	42 L.F.	$71.94	$3,020	
CP30.15 to MODE 30	Major drainageway from McCord Road to 450 ft. downstream.	53	Slope, 0.3%; Bottom width, 5.0 ft.; Minimum depth, 2.0 ft.; Side slope, 3:1	Construct 450 L.F. of grass lined channel.				3
				Channel	300 C.Y.	$10.00	$3,000	
CP20.20	Crossing at Pease Road, 550 ft. Northeast of McCord Road.	34	Minimum slope, 1.0%; Headwater, 3.5 ft.	Replace the existing CMP with 30" RCP.				3
				30" RCP	42 L.F.	$60.70	$2,550	
CP30.35	Crossing at McCord Road, 400 ft. Southeast of Pease Road.	57	Minimum slope, 1.0%; Headwater, 4.0 ft.	Replace the existing CMP with 36" RCP.				3
				36" RCP	42 L.F.	$71.94	$3,020	
						CIP subtotal	$16,260	
						Contingency @ 15%	$2,440	
						TOTAL ESTIMATED CONSTRUCTION COST	$18,700	
						Engineering and surveying @ 17%	$3,180	
						Legal and administration @ 4%	$ 750	
						Financing @ 9%	$1,680	
						TOTAL PROGRAM COST	$24,310	

TABLE 6.3

PROPOSED CAPITAL IMPROVEMENTS FOR
THE MID BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
M10.10	Crossing at Leland Road, 1,300 ft. South of Warner Milne Road.	63	Minimum slope, 1.0%; Headwater, 4.4 ft.; Upstream elevation, 450.5 ft. (Max.).	Replace existing RCP with 42" RCP, lower invert to maximize upstream development potential.				1
				42" RCP	170 L.F.	$83.50	$14,200	
M10.10 to M20.15	Major drainageway between Leland Road and Kaen Road.	75	Minimum slope, 0.5%; Bottom width, 5 ft.; Minimum depth, 2.3 ft.; Side slope, 2:1	Construct 1,300 L.F. of grass-lined channel. Replace existing RCP with 42" RCP at private driveway (M20.12).				1
				42" RCP	30 L.F.	$83.50	$2,500	
				Channel	786 C.Y.	$10.00	$7,860	
				Total			$10,360	
M20.15	Crossing at Kaen Road, 2,000 ft. South of Warner Milne Road.	88	Minimum slope, 1.0%; Headwater, 4.5 ft.	Replace existing CMP with 48" RCP.				1
				48" RCP	75 L.F.	$109.82	$8,240	
M20.15 to M20.20	Major drainageway between Kaen Road and Wassail Lane.	88 to 104	Maximum slope, 1.0%; Bottom width, 5 ft.; Minimum depth, 2.5 ft.; Side slope, 2:1	Construct 600 L.F. of grass-lined channel downstream of Kaen Road and 250 L.F. upstream of closed system inlet near Wassail Lane.				2
				Channel	514 C.Y.	$10.00	$5,140	
M20.20	At the closed system inlet, 150 ft. North of Wassail Lane.	104	NA	Construct and improved inlet (See Figure 6.3)				2
				Inlet		L.S.	$4,350	

TABLE 6.3 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE MID BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
M30.30	Crossing at Meyers Road, 1,400 ft. Northwest of Gaffney Lane.	153	Match slope of existing 42" RCP; Headwater, 5.3 ft.	Install a parallel 42" RCP.				1
				42" RCP	54 L.F.	$83.50	$4,510	
M50.50	Crossing at Leland Road, 900 ft. Northeast of Kalai Court.	29	Minimum slope, 1.0%; Headwater, 3.5 ft.	Replace the existing CMP with 30" RCP.				1
				30" RCP	80 L.F.	$60.70	$4,860	

CIP subtotal	$ 51,660
Contingency @ 15%	$7,750
TOTAL ESTIMATED CONSTRUCTION COST	**$59,410**
Engineering and surveying @ 17%	$10,100
Legal and administration @ 4%	$2,380
Financing @ 9%	$5,350
TOTAL PROGRAM COST	**$77,240**

TABLE 6.4

PROPOSED CAPITAL IMPROVEMENTS FOR
THE SOUTH END BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
SE10.10	Crossing at Rose Road, 900 ft. Northwest of South End Road	23	Minimum slope, 1.0%; Headwater, 3.5 ft.	Replace existing CMP with 30" RCP				1
				30" RCP	42 L.F.	$60.70	$2,550	
SE10.10 to SE30.20	Major Drainage Way between Rose Road and South End Road	50	Minimum slope, 0.33%; Bottom width, 5 ft.; Minimum depth, 2 ft.; Side slope, 2:1	Construct 1,450 L.F. of grass lined channel. Install a 36" RCP at private drive crossing				1
				36" RCP	30 L.F.	$71.94	$2,160	
				Channel	1,140 C.Y.	$10.00	$11,400	
				Total			$13,560	
SE30.20 to SE40.22	Crossing at South End Court to 350 ft. upstream along South End Road	86	Minimum slope, 0.33%; Headwater, 4.0 ft.	Construct grated inlet at SE30.20 and install 350 ft. of 48" RCP				4
				Inlet		L.S.	$3,000	
				48" RCP	350 L.F.	$109.82	$38,440	
				Total			$41,440	
SE40.22 to SE40.25	Major drainage way between South End Court and Forest Ridge Lane	92	Minimum Slope, 0.50%; Bottom width 2.0 ft.; Minimum depth, 3.3 ft. Side slope, 2:1	Construct 450 L.F. of grass-lined channel. Install 48" RCP at driveway crossings				4
				43" RCP	45 L.F.	$109.82	$4,940	
				Channel	400 C.Y.	$10.00	$4,000	
				Total			$8,940	

TABLE 6.4 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE SOUTH END BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
SE40.25	Crossing at South End Road, North of Forest Ridge Lane	92	Minimum slope, 1.0%; Headwater, 5.0 ft.	Abandon the existing rock culvert and install 48" RCP at new location. Grade and rip-rap downstream to match existing				3
				48" RCP	42 L.F.	$109.82	$4,610	
				Channel		L.S.	$1,000	
				Total			$5,610	
SE50.30	Crossing at South End Road, 500 ft. SW of Forest Ridge Lane	34	Minimum slope, 1.0%; Headwater, 3.75 ft.	Replace the existing RCP with 30" RCP				5
				30" RCP	42 L.F.	$60.70	$2,550	
				CIP subtotal			$74,650	
				Contingency @ 15%			$11,200	
				TOTAL ESTIMATED CONSTRUCTION COST			$85,850	
				Engineering and surveying @ 17%			$14,590	
				Legal and administration @ 4%			$3,430	
				Financing @ 9%			$7,730	
				TOTAL PROGRAM COST			$111,600	

TABLE 6.5

PROPOSED CAPITAL IMPROVEMENTS FOR
THE COFFEE BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
Upstream of C010.10	Drainage way between Joyce Court and Warner Parrott Road	45	Minimum scope, 0.3%; Bottom width, 5.0 ft.; Minimum depth, 2.3 ft.; Side slope, 2:1	Construct 450 L.F. of grass lined channel upstream of C010.10				3
				Channel	417 C.Y.	$10.00	$4,170	
C030.21	Constriction on private property, 100-ft. North of Hazelwood Drive	85	Minimum scope, 1.0%; Headwater, 4.0 ft.	Remove concrete walls and install 48" RCP				3
				48" RCP	40 L.F.	$109.82	$4,390	
				Restoration		L.S.	$1,000	
				Total			$5,390	
C030.22	Constriction on private property, 500 ft. North of Hazelwood Drive	85	Minimum slope, 1.0%; Headwater, 4.8 ft.	Replace the existing CMP with 48" RCP				3
				48" RCP	100 L.F.	$109.82	$10,980	
				Restoration		L.S.	$1,000	
				Total			$11,980	
C030.30	Crossing at South End Road	159	NA	Construct an improved inlet (See Figure 6.6)				1
				Inlet		L.S.	$6,500	
C040.32	Crossing at 5th Avenue	166	Match slope of existing RCP Headwater, 4.5 ft.	Extend the existing 36" RCP 25 ft. downstream install a parallel 42" RCP and improved inlet (See Figure 6.3)				3
				36" RCP	25 L.F.	$71.94	$1,800	
				42" RCP	55 L.F.	$83.50	$4,590	
				Inlet		L.S.	$2,500	
				Total			$8,890	

TABLE 6.5 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE COFFEE BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
CO40.35	Crossing at Ganong Street, 50 ft. South of 3rd Avenue	171	NA	Construct an improved inlet (See Figure 6.3)				3
				Inlet		L.S.	$4,500	
CO40.37 to Willamette River	Closed system from 3rd Avenue to the Willamette River	150	Match slope of existing 36" CMP Headwater, 6.5 ft.	Install a parallel 36" RCP from McLoughlin Blvd. to Willamette River, construct an improved inlet (See Figure 6.3)				4
				Inlet		L.S.	$4,500	
				Inlet		L.S.	$4,500	
				36" RCP	300 L.F.	$62.60	$18,780	
				Rock excavation	300 C.Y.	$150.00	$45,000	
				Diversion manhole	1 ea.	$1,750.00	$1,750	
				Railroad crossing	50 L.F.	$700.00	$35,000	
				Total			$105,030	

CIP subtotal	$146,460
Contingency @ 15%	$21,970
TOTAL ESTIMATED CONSTRUCTION COST	$168,430
Engineering and surveying @ 17%	$28,630
Legal and administration @ 4%	$6,740
Financing @ 9%	$15,160
TOTAL PROGRAM COST	$218,960

TABLE 6.6

PROPOSED CAPITAL IMPROVEMENTS FOR
THE CLINTON BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
CLT10.10	Crossing at South End Road, South of Clinton Street.	24	NA	Install a 24" x 18" reducer, minimum of 5 ft. long, and an entry structure with grate				1
				Inlet		L.S.	$3,000	
CLT10.10 to CLT20.20	Major drainageway near the PGE substation, 1,200 ft. South of Tumwater Street on McLoughlin Blvd.	24	Minimum slope, 0.5%; Bottom width, 5.0 ft.; Minimum depth, 2.0 ft.; Side slope, 1.5:1	Construct 350 L.F. of grass-lined channel				3
				Channel	148 C.Y.	$10.00	$1,480	
CLT20.15	Near the PGE substation, 1,200 ft. South of Tumwater Street on McLoughlin Blvd.	24	Minimum slope, 0.35%; Headwater, 4.0 ft.	Replace the existing 18" pipe with 30" RCP Install entry structure with grate				3
				Remove existing inlet structure		L.S.	$250	
				30" RCP	150 L.F.	$60.70	$9,100	
				Inlet		L.S.	$2,500	
				Rock excavation		L.S.	$1,000	
				Total			$12,850	
CLT20.20	Crossing at McLoughlin Blvd., 1,300 ft. Southwest of Tumwater Street	24	Minimum slope, 1.0%	Install a 30" x 24" reducer, and a 90 degree bend with a 5 ft. radius				3
				Remove existing junction structure		L.S.	$250	
				Manhole		$1,800.00	$1,800	
				90 degree bend & reducer		L.S.	$1,000	
				Total			$3,050	
						CIP subtotal	$20,380	
						Contingency @ 15%	$3,060	
						TOTAL ESTIMATED CONSTRUCTION COST	$23,440	
						Engineering and surveying @ 17%	$3,980	
						Legal and administration @ 4%	$940	
						Financing @ 9%	$2,110	
						TOTAL PROGRAM COST	$30,470	

TABLE 6.7

PROPOSED CAPITAL IMPROVEMENTS FOR
THE NEWELL BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
N30.25	Crossing at Beavercreek Road Southeast of Inskeep Drive	123	Minimum slope, 1.0% Headwater, 5 ft.	Install 42" RCP diagonally between the ends of the existing culvert.				1
				42" RCP	87 L.F.	$83.50	$7,260	
N60.60	Crossing at Warner Milne Road, 1,350 ft. West of Molalla Avenue	67	Minimum slope, 1.0% Headwater, 4.8 ft.	Replace the existing CMP with 42" RCP. Improve channel upstream and downstream.				1
				42" RCP	50 L.F.	$83.50	$4,170	
				Grading	30 C.Y.	$12.00	$360	
				Total			$4,530	
N70.70	Crossing at Molalla Avenue, 450 ft. South of Beavercreek Road.	187	Minimum slope, 1.0% Headwater, 6.0 ft. (Invert at 0.5 ft. below existing culverts)	Install 42" RCP from headwall to existing RCB at Beavercreek Road, extend the headwall and rip-rap at inlet.				4
				Headwall		L.S.	$1,000	
				42" RCP	470 L.F.	$83.50	$39,200	
				Manhole	1 ea.	$1200.00	$1,200	
				Traffic Control		L.S.	$1,000	
				Total			$42,400	
				CIP subtotal			$54,190	
				Contingency @ 15%			$8,130	
				TOTAL ESTIMATED CONSTRUCTION COSTS			$62,320	
				Engineering and surveying @ 17%			$10,590	
				Legal and administration @ 4%			$2,490	
				Financing @ 9%			$5,610	
				TOTAL PROGRAM COST			$81,010	

TABLE 6.8

PROPOSED CAPITAL IMPROVEMENTS FOR
THE PARKPLACE AND LIVESAY BASINS

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
Livesay Basin								
L40.40	Crossing at Redland Road, East of the Oregon City By-pass	121	NA	Construct an improved inlet (See Figure 6.3)				4
				Inlet		L.S.	$2,500	
Park Place Basin								
P10.10	Crossing at Hunter Avenue, 500 ft. South of Cleveland Street	26	Minimum slope, 1.0% Headwater, 3.5 ft.	Replace the existing CMP with 24" RCP				4
				24" RCP	42 L.F.	$47.00	$1,970	
				Grading	10 C.Y.	$12.00	$120	
				Total			$2,090	
P20.20	Crossing at Front Street, 200 ft. North of Gain Street	49	NA	Construct an improved inlet (See Figure 6.3)				4
				Inlet		L.S.	$2,500	
P40.21 to P40.23	Crossing at the Cleveland Street and Harley Street intersection	49	Minimum slope, 0.5%	Extend existing 30" culvert 90 ft. downstream, replace the Harley Street culvert with 36" RCP, install two inlets (See Figure 6.9)				4
				30" RCP	90 L.F.	$60.70	$5,460	
				36" RCP	50 L.F.	$71.94	$3,600	
				Ditch inlet	2 ea.	$500.00	$1,000	
				Grading		L.S.	$500	
				Total			$10,560	
						CIP subtotal	$17,650	
						Contingency @ 15%	$2,650	
						TOTAL ESTIMATED CONSTRUCTION COST	$20,300	
						Engineering and surveying @ 17%	$3,450	
						Legal and administration @ 4%	$810	
						Financing @ 9%	$1,830	
						TOTAL PROGRAM COST	$26,390	

TABLE 6.9

PROPOSED CAPITAL IMPROVEMENTS FOR
THE JOHN ADAMS BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
JA40.50	Inlet at the Southeast end of the school athletic field.	32	NA	Install an inlet with a sloping debris rack				1
				Inlet		L.S.	$2,500	
JA50.55	Crossing at Van Buren Street to 500 ft. upstream.	32	NA	Install catch basins and manholes at angle points of the existing 36" CMP				1
				Catch basin	3 ea.	$500	$1,500	
				Manhole	4 ea.	$1,800	$7,200	
				Total			$8,700	
JA70.61	At 15th Street, 70 ft. Northwest of Van Buren Street.	47	NA	Install a manhole at the angle in the existing pipe system				1
				Manhole	1 ea.	$1,800	$1,800	
JA70.63	At 15th Street, 70 ft. Northwest of Jackson Street.	47	NA	Install a manhole at the angle in the existing pipe system				1
				Manhole	1 ea.	$1,800	$,1800	
JA70.80	Crossing at Madison street, 200 ft. Southwest of 15th Street.	72	Maximum detention Depth, 15 ft.; Overflow capacity, 110 cfs	Construct a detention structure (See Figure 6.11)				1
				18 ft. Manhole		L.S.	$6,500	
				Overflow inlet		L.S.	$4,500	
				24" Low flow pipe	25 L.F.	$100	$2,500	
				Low flow inlet		L.S.	$6,000	
				Access path			$2,500	
				Rip-rap			$1,000	
				Total			$25,000	

TABLE 6.9 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE JOHN ADAMS BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
JA20.20	Intersection of John Adams Street and 12th Street.	46	Minimum slope, 4.0%	Construct the improvements to divert flow to the Northeast (See Figure 6.12)				1
				Plug N.W. outlet		L.S.	$200	
				24" RCP	300 L.F.	$47	$14,100	
				Manhole	1 ea.	$1,800	$1,800	
				Manhole connection		L.S.	$1,000	
				Existing utilities		L.S.	$2,000	
				Rock excavation	67 C.Y.	$150	$10,050	
				Total			$29,150	
JA80.35	Intersection of John Adams Street and 14th Street.	96	NA	Construct a structure with a debris rack at the inlet to the 42" pipe (similar to Figure 6.13), construct manholes to connect existing pipes (See Figure 6.12)				1
				Inlet		L.S.	$3,000	
				Grading		L.S.	$1,000	
				Oversize manhole	1 ea.	$3,000	$3,000	
				Standard manhole	1 ea.	$2,500	$2,500	
				Total			$9,500	
JA80.40	Intersection of John Adams Street and 15th Street.	105	NA	Construct the improvements to divert flow to the Northeast (See Figure 6.12)				1
				Oversize manhole	1 ea.	$3,500	$3,500	
				24" RCP	40 L.F.	$47	$1,880	
				Plug NW outlet		L.S.	$200	
				Total			$5,580	

TABLE 6.9 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE JOHN ADAMS BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
JA10.10 to JA20.19	Closed pipe system from Node 10 to Node 20.	29	Minimum slope, 1.6%	Install 24" RCP from Monroe Street to John Adams Street, intercept existing drainage systems				2
				24" RCP	1,100 L.F.	$47	$51,700	
				Manhole	3 ea.	$1,500	$4,500	
				Pipe connections		L.S.	$750	
				Existing utilities		L.S.	$10,000	
				Rock excavation	367 C.Y.	$150	$55,050	
				Total			$122,000	
						CIP subtotal	$204,030	
						Contingency @ 15%	$30,600	
				TOTAL ESTIMATED CONSTRUCTION COST			$234,630	
				Engineering and surveying @ 17%			$39,990	
				Legal and administration @ 4%			$9,390	
				Financing @ 9%			$21,120	
				TOTAL PROGRAM COST			$305,130	

TABLE 6.10

PROPOSED CAPITAL IMPROVEMENTS FOR
THE SINGER BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
S40.30	Crossing at Pearl Street, 150 ft. West of Linn Avenue	110	Maximum detention depth, 17.5 ft.; Overflow capacity, 120 cfs	Construct a detention structure (See Figure 6.11)				1
				18 ft. Manhole		L.S.	$5,000	
				Overflow outlet		L.S.	$3,500	
				24" Low flow pipe	25 L.F.	$75.00	$1,870	
				Low flow inlet		L.S.	$4,500	
				Access path		L.S.	$1,000	
				Rip-rap		L.S.	$750	
				Total			$16,620	
S50.40	Crossing at Jackson Street, 200 ft. Northeast of Linn Avenue	119	Maximum detention depth, 18.0 ft.; Overflow capacity, 150 cfs	Construct a detention structure (See Figure 6.11)				1
				18 ft. Manhole		L.S.	$5,000	
				Overflow inlet		L.S.	$3,500	
				24" Low flow pipe	25 L.F.	$75.00	$1,870	
				Low flow inlet		L.S.	$4,500	
				Access path		L.S.	$1,000	
				Rip-rap		L.S.	$750	
				Total			$16,620	
S60.45	Inlet of the closed pipe system, 100 ft. Southeast of J.O. Adams Street	62	NA	Construct an entry structure (See Figure 6.13)				1
				48" x 36" Reducer	1 ea.	$1,000	$1,000	
				48" RCP	20 L.F.	$110	$2,200	
				5 ft. Transition and grate		L.S.	$2,500	
				10 ft. Transition		L.S.	$2,500	
				Rip-rap		L.S.	$500	
				Total			$8,700	

TABLE 6.10 (CONTINUED)

PROPOSED CAPITAL IMPROVEMENTS FOR
THE SINGER BASIN

Identification	Location	Design Flow (cfs)	Design Criteria	Improvements	Quantity	Unit Cost	Estimated Construction Cost	Priority
S70.70 to S80.80	Closed pipe system between 3rd Street and Linn Avenue, along Center Street	9	Minimum slope, 0.4%; Minimum depth, 3.5 ft.	Replace the existing pipe system with 21" RCP				3
				21" RCP	950 L.F.	$43.40	$41,230	
				10" CP	450 L.F.	$24.00	$10,800	
				Manhole	4 ea.	$1,500.00	$6,000	
				Connect roof drains		L.S.	$5,000	
				Existing utilities		L.S.	$7,500	
				Abandon Existing manholes	4 ea.	$350.00	$1,400	
				Rock excavation	355 C.Y.	$150.00	$53,250	
				Total			$125,180	
S80.80 to S100.60	Closed pipe system between Linn Avenue and 7th Street, along Center Street	34	Minimum slope, 0.7%; Minimum depth, 4.0 ft.	Replace the existing pipe system with 30" RCP				2
				30" RCP	650 L.F.	$60.70	$39,450	
				10" CP	110 L.F.	$24.00	$2,640	
				Manhole	1 ea.	$1,500.00	$1,500	
				Special manhole	1 ea.	$2,500.00	$2,500	
				Connect roof drains		L.S.	$4,000	
				Existing utilities		L.S.	$5,000	
				Abandon existing manhole	1 ea.	$350.00	$350	
				Rock excavation	260 C.Y.	$150.00	$39,000	
				Total			$94,440	
						CIP subtotal	$219,620	
						Contingency @ 15%	$32,930	
						TOTAL ESTIMATED CONSTRUCTION COST	$252,550	
						Engineering and surveying @ 12%	$30,310	
						Legal and administration @ 3%	$7,580	
						Financing @ 3%	$7,580	
						TOTAL PROGRAM COST	$298,020	

CHAPTER 7

CAPITAL IMPROVEMENTS PROGRAM

7.0 GENERAL

A capital improvements program is developed to insure that the costs involved in a Master Plan can be funded in a timely manner. The program coordinates the costs involved with the recommended schedule of improvements so that the growth of a sanitary system is in accordance with its Master Plan. This allows the City to initiate the proper funding mechanisms for construction when it is required. It is unrealistic to develop a recommended plan and expect the City then to determine when the plan's proper sequence needs to be done.

7.1 RECOMMENDED IMPROVEMENTS

The improvements proposed in the Oregon City Sanitary Sewer Master Plan include reconstruction, rehabilitation and system expansion projects. This Chapter evaluates capital improvement needs for the 20-year period beginning in 1988 and ending in 2007. This work is shown in Table 7.1-1 in five-year segments. The first five years of capital improvements is also shown in one year segments in Table 7.1-2. This was accomplished to describe the time table for the separations program and to propose an optimistic schedule for system expansion.

The capital improvements alternate between system expansion and the sewer separations program based on anticipated needs. The direction of system expansion will be based on annexations. Expansion will then be prioritized according to the Master Plan. This Capital Improvements program estimates the probable time frame in which the demand will occur.

7.2 PRIORITY OF IMPROVEMENTS

Priorities can vary with time. If construction of an improvement does not occur within one time segment, it will not necessarily have the same priority in the next system. Priorities will shift to reconstruction or rehabilitation items as they become critical due to the age of the existing

20 YEAR PRIMARY CAPITAL IMPROVEMENTS * [3]
1988 - 2007

	ITEM	1988/92 Cost	1988/92 Priority	1993/97 Cost	1993/97 Priority	1998/2002 Cost	1998/2002 Priority	2003/07 Cost	2003/07 Priority
1.	Sewer Separation Basin III-A (Phase 5) [1]	$ 1,072,000	2	--	Completed	--	N/A	--	N/A
2.	Sewer Separation Basin IV (Phase 4) [1]	954,000	1	--	Completed	--	N/A	--	N/A
3.	Sewer Separation Basin II-B (Phase 6) [1]	788,000	3	--	Completed	--	N/A	--	N/A
4.	Sewer Separation Basin II-B (Phase 7) [1]	1,457,000	4	--	Completed	--	N/A	--	N/A
5.	Additional Separations of Isolated Catch Basins	188,800	5	--	Completed	--	N/A	--	N/A
6.	A. Pump Station A [8]	218,200	6	49,400[9]	1	--	4	20,800	5
	B. Force Main Pump - Sta. A	262,100	6	--	1	--	4	--	5
	C. Gravity Line Replacement Phase 1, Basin A	308,900	6	--	Completed	--	N/A	--	N/A
	D. Gravity Line Replacement [4] Phase 2, Basin A	--	-	--	-	--	-	$ 180,200	6
7.	A. Pump Station B	167,800	8	--	3	41,500[9]	6	13,000	8
	B. Force Main Pump - Sta. B	98,300	8	--	3	--	6	--	8
	C. Gravity Line - Basin H	690,700	7	--	2	--	5	--	7
8.	A. Gravity Line - Basin C [5]	595,900	9	--	4	--	7	--	9
9.	Rehabilitation of Canemah Lines [2]	--	-	--	-	$ 65,300	3	--	4
10.	Reconstruction of Canemah Lines [6]	--	-	--	-	--	-	402,100 [3]	3
11.	Reconstruct and Upgrade Canemah P.S.1	--	-	--	-	323,400	2	--	2
12.	Reconstruction of Sewer Lines [7]	--	-	--	-	65,500	1	65,500	1
	TOTALS	$6,801,700		$49,400		$ 495,700		$ 681,600	

* Estimates 5 Through 12 Include An Allowance Of 30% Engineering, Administration and Contingency (Does not include easements or property acquisition)

[1] Cost Estimate from R.A. Wright Report Adjusted by T.C.S.D. Actual Costs on Phase 1, 2, & 3
[2] Only required if infiltration monitoring by T.C.S.D. records problems with I and I estimates and near full development of basin A. Complete replacement is shown in the next 5 years, if the system has deteriorated significantly.
[3] EDR - 4633 (Seattle; March, 1987)
[4] This line may not be required for a longer period of time if population projections are not realized (1,400 dwelling units).
[5] Does not include laterals to existing houses.
[6] The Canemah lines are now 57 years old. Complete replacement has been assumed even if I and I problems are not evident and if system has deteriorated.
[7] Normal replacement of old sewers 30-40 years old of approximately 1.5 percent per year
[8] Assumes successful 90 percent inflow removal in downstream basins (to be confirmed by monitoring).
[9] Emergency generator and building. (To provide additional safety from power failure.)

TABLE 7.1 1

5 YEAR CAPITAL IMPROVEMENTS PLAN

ITEM	1988	1989	1990	1991	1992	PRIORITY [1]
1. Sewer Separation Basin IV (Phase 4)	--	--	--	--	954,000	1
2. Sewer Separation Basin IIIA (Phase 5)	--	--	--	--	1,072,000	2
3. Sewer Separation Basin IIB (Phase 6)	--	--	--	--	788,000	3
4. Sewer Separation Basin IIB (Phase 7)	--	--	--	--	1,457,000	4
5. Additional Separations of Isolated Catch Basins	--	--	--	--	188,800	5
6. Pump Station A						
A. Pump Station A	218,200	--	--	--	--	6
B. Force Main - Station A	262,100	--	--	--	--	6
C. Gravity Line Replacement	308,900	--	--	--	--	6
7. Pump Station B						
A. Pump Station B	--	--	167,800	--	--	8
B. Force Main - Station B	--	--	98,300	--	--	8
C. Gravity Line - Basin M	--	--	690,700[2]	--	--	7
8. Gravity Line Basin C	--	--	--	595,900	--	9
	$ 789,200	--	$956,800	$595,900	4,459,800	

[1] Priority given to sewer separations due obligation by City to perform this construction by April 1993. Priority 6, 7, and 8 are proposed to be done before separations. Priorities 3 and 4 could be delayed further only if approved by DEQ.

[2] Assumes 15 inch lines.

TABLE 7.1-2

improvements. This is shown in Table 7.1-1 by a shifting in the priority for a particular improvement in different segments.

7.3 RECONSTRUCTION

A major improvement of the highest priority is reconstruction, required of the City due to its NPDES Permit obligation. These improvements are critical to the E.P.A. grant obtained by Tri-City. This grant requires all combined sewer separation projects to be completed by April, 1993. The Tri-City Service District has indicated that conditions of the grant do not allow latitude. However, a specific request by the City for an extension might be considered by the Oregon Department of Environmental Quality and the U.S. Environmental Protection Agency. Failure to make the necessary improvements could place the total grant in jeopardy of revocation.

This extension, if it were granted, would require guarantees from the City that the work would be accomplished by a specific date.

Since future funding sources for this work are uncertain, an extension for completion has not been considered in this program. Therefore the cost of the separations program has been shown in these Capital Improvements. Sewer rehabilitation work by WestTech[1] identified 600 feet of sanitary sewer on South End Road near Warner Parrot Road to be in an advanced state of deterioration due to hydrogen sulfide attack. One major advantage of the Master Plan is that the replacement of this line is necessary as part of the expansion necessary to serve "A" Basin. This work is scheduled in the first five-year capital improvements segment as part of the system expansion program.

7.4 SYSTEM EXPANSION

The priorities assigned to expansion of the system are shown as secondary to the separations project. However, the demand of sewer service for annexed areas will be critical to the growth of the City

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[1] See Appendix C.

and are recommended to be accomplished prior to the end of the first five-year capital segment.

Improvements for expansion will possibly shift with time and are totally dependent upon when pressure for development occurs. The time frame for these improvements has been based on population projections from Metro. However, these estimates are thought to be optimistic. This assumption is supported by comments from Oregon City staff and actual increases in population since the Metro Population Study was written. Consequently, the requirement for certain capital improvement expansions may shift to later years.

7.5 PUMP STATIONS

A long term goal of the capital improvements program is the removal of all unnecessary pump stations from Oregon City. This has been proposed in our Master Plan by showing gravity lines to all pump stations which can be so served. This is proposed for the following reasons:

a. In general, maintenance and power costs of pump stations is high when compared to gravity systems.

b. The failure of pump stations to operate can result in over-flows. With the present location of the pump stations, these overflows are highly objectionable.

c. Many times failures occur during inclement weather (power failures) when City maintenance personnel are already taxed with other emergency situations. The removal of pump stations has a net effect of more reliable sewer service to residents of the City.

d. Many of the pump stations were built in the 1970s. They will be due for major renovation in 10 to 20 years. Line extensions to them by natural City growth should occur at about the same time. Therefore, their removal should coincide well with their useful lives. This has the added benefit of maximizing the capital cost already invested while saving the replacement costs.

e. Some pump stations are proposed to be added as they are the necessary method of economically serving various areas of the City. Removing the aforementioned stations will offset the effect of adding these new stations to the maintenance requirements of the City.

As noted above, gravity extensions to many pump stations will occur at the same time they reach the end of their useful service lives. Therefore, no funds have been placed in the capital improvements program to replace or upgrade them however, additional maintenance may be required to extend their service until the gravity extensions are available. It is felt that this is preferable to their inclusion into the capital improvements program.

Table 3.7 details the pump stations in the City and their status after the system improvements are complete.

The primary pump stations are a part of the Capital Improvements program. Shown on Table 7.5 are the costs of pump station improvements for all primary pump stations and secondary pump stations. The secondary pump stations are not proposed as Capital Improvement projects for two reasons: there is uncertainty as to whether or not the areas they serve will develope during the time of the 20-year C.I.P. period, and the possibility they could be constructed as part of an Local Improvement District.

7.6 EXISTING SEWER LINES REPLACEMENT

Except for the areas associated with the separations project, the existing lines will be retained in service. For the most part, these lines were constructed in the 1960's and 1970's. Ages of the sewers were researched and are shown on Figure 3.3-1 and 3.3-2. With the useful life of the sewer systems predicted to be 50 plus years, it is not likely that replacement will be required within the 20-year capital improvement program.

However, there will be local failures within a system which will require replacement or rehabilitation. This work would be beyond the scope of ordinary maintenance. Towards the latter part of the capital improvements program, it has been assumed that systematic replacement of some lines will be required.

EXISTING PUMP STATIONS

Pump Sta.	Name or Location	Rated Capacity (GPM) (MGD)	Age	Remarks	Abandoned Under Master Plan
1.	Canemah	2 @ 300 GPM/EA	1950	To be upgraded	X
2.	Arista Heights	2 @ 100 GPM/EA	1975	No Change - possible future upgrading	
3.	Hillendale	2 @ 400 GPM/EA	1974	No change	X
4.	Barclay Hills	2 @ 300 GPM/EA		Gravity to new P.S. in G Basin	X
A	South End	2.31 MGD	N/A	To be installed with CIP Funds	
B	Leland Road	1.75 MGD	N/A	To be installed with CIP Funds	
D	Glen Oaks	.38 MGD	N/A	Installed if Funds Available	
F	Cemetery	.31 MGD	N/A	LID or City installed	
G	Duane	.34 MGD	N/A	LID or City installed	
H-4	Park Place	.45 MGD	N/A	LID or City installed	
2-L	Hospital	.25 MGD	N/A	LID or City installed	
X	Hilltop	.37 MGD	N/A	LID or City installed	

TABLE 7.5-1

PUMP STATION COSTS [2],[4]

Pump Station	Size	Service Area Acres	Service Area Q (mgd)	Remarks	Pump Station Construction Costs [1]	Force Main Costs & Sanitary Sewer Replacement Costs	Total Cost	Cost Per Acre Served
A	Medium	768	2.31	Pump capacity should[7] be staged to handle 1.66 mgd (1988) 2.31 mgd (2005)	288,400	751,200	1,039,600	1,350[3],[5]
B	Medium	349	1.75	Pump capacity should[7] be staged to handle 1.66 mgd (1988) 2.31 mgd (2005)	222,300	98,300	320,600	920[5]
D	Small	133	.38	Requires undercrossing of Holalla Avenue (not in cost)	60,400	21,300	81,700	610
F	Small	88	.31	Difficult to serve and expensive	52,600	37,500	90,100	1,020
G	Small	104	.34	Difficult to serve and expensive	57,700	70,200	127,900	1,230
H-4	Small	147	.45	Casing for FM crossing under bypass, in place	76,400	65,500	141,900	970
L	Small	54	.25	Requires 2 small pump stations, difficult to serve, and expensive	60,000	85,200	145,200	2,690
X	Small	96	.37	Difficult to serve and expensive	62,800	31,700	94,500	980
A-1	Small	215	.65	Flow diverted to Basin B in future	10,000	79,700	89,700	420[6]

[1] Includes cost for on-site emergency generator for large station (after 10 years).
[2] EDR - 4633 (March, 1978) (Seattle).
[3] Includes cost to replace existing 8 and 10-inch lines in South Eng Road and Barker, $308,900 in 1988/1992; $180,200 of line replacements in approximately 2003/2007 (after 1,400 dwelling units are developed) was not included.
[4] Includes 30 percent engineering, administration and contingency.
[5] Proposed for construction under the 20-year C.I.P.
[6] Cost of this station will add to the cost of serving Basin A (if required).
[7] These costs assume transfer of sewer from basin A to B in the year 2005 and increase in pump station capacity.

TABLE 7.5-2

16

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Deed of Dedication Acceptance
Industrial Metal Works, Inc.

Report No. 90-309

On the December 19, 1990 City Commission agenda is a deed of dedication from Industrial Metal Works, Inc., for their project on Main Street just north of 18th Street.

The dedication of right-of-way is necessary for the future realignment of Abernethy Road to Main Street as anticipated in the City's Transportation Master Plan. Attached are copies of the dedication documents for Commission review.

It is recommended that the City Commission adopt a motion accepting the deed of dedication and authorizing the Mayor and City Recorder to execute respectively.

CHARLES LEESON
City Manager

JGB/im

attach.

cc: Development Services Director
Engineering Division
Planning Division

ISSUED BY THE CITY MANAGER

T. L. 220C
2-2E-29CI

CITY OF OREGON CITY

DEED OF DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that Wilbur J. Schick, Janis C. Gould, Edwin C. Minster, Alice Minster, and Industrial Metal Works, Inc. hereinafter called the GRANTOR, do(es) hereby grant unto the City of Oregon City, hereinafter called the CITY, its successors in interest and assigns, all the following real property with the tenements, hereditaments and appurtenances, situated in the County of Clackamas, State of Oregon, to be used and held by the CITY for street, road, right-of-way and public utility purposes, bounded and described as follows, to wit:

See attached Exhibit "A" Legal Description and attached Exhibit "B" Sketch for Legal Description

TO HAVE AND TO HOLD, the above described and granted premises unto the said CITY, its successors in interest and assigns forever.

The true consideration of this conveyance is one dollar, the receipt of which is hereby acknowledged by GRANTOR.

And the GRANTOR above named hereby covenants to and with the CITY, and CITY's successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances

_____ and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the GRANTOR has executed this instrument this ____ day of _____, 19__; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

Individuals,
General Partnerships

Edwin C. Minster
Signer's Name

Alice Minster
Signer's Name

Wilbur J. Schick
Signer's Name

Janis C. Gould
Signer's Name

Corporation,
Limited Partnership

Industrial Metal Works, Inc.
Corporation/Partnership Name

Alice Minster, President
Signer's Name, Title

Alice Minster VP
Signer's Name, Title

(If executed by a corporation affix corporate seal)

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named Wilbur J. Schick and acknowledged the foregoing to be his voluntary act and deed.

Before Me:

Evelyn M. Ford
NOTARY PUBLIC FOR OREGON

My Commission Expires: 10-15-93

(OFFICIAL SEAL)

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named Alice Minster and acknowledged the foregoing to be her voluntary act and deed.

Before Me:

Evelyn M. Ford
NOTARY PUBLIC FOR OREGON

My Commission Expires: 10-15-93

(OFFICIAL SEAL)

Personal Acknowledgement
STATE OF OREGON)
)
County of Multnomah)

Personally appeared the above named Janis C. Gould and acknowledged the foregoing to be her voluntary act and deed.

Before Me:

Karen A. Johnson
NOTARY PUBLIC FOR OREGON

My Commission Expires:
KARINA JOHNSON
NOTARY PUBLIC-OREGON
(OFFICIAL SEAL) COMMISSION NO. 000303
MY COMMISSION EXPIRES JULY 19, 1994

Personal Acknowledgement
STATE OF OREGON)
)
County of Clackamas)

Personally appeared the above named Edwin C. Minster and acknowledged the foregoing to be his voluntary act and deed.

Before Me:

Evelyn M Ford
NOTARY PUBLIC FOR OREGON

My Commission Expires: 10-15-93

(OFFICIAL SEAL)

Corporate Acknowledgment
STATE OF OREGON)
) ss.
County of Clackamas)

Personally appeared Nicos Zoglos and Anna Zoglos who being duly sworn, each for himself and not one for the other did say that the former is the ___ president and that the latter is the ___ secretary of Industrial Metal Works, Inc. a corporation, and that the seal affixed to the foregoing instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

Evelyn M. Ford
NOTARY PUBLIC FOR OREGON

My Commission Expires: 10-15-93

(OFFICIAL SEAL)

Industrial Metal Works, Inc.
P. O. Box 5181
Oregon City, Oregon 97045
(Grantor's Name and Address)

Space Reserved for County
Record's Office

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

(Grantee's Name and Address)

Accepted on behalf of the City of Oregon City on the condition that the property is free and clear from taxes, liens, and encumbrances.

_____
Mayor

_____
City Recorder

After Recording Return to:

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

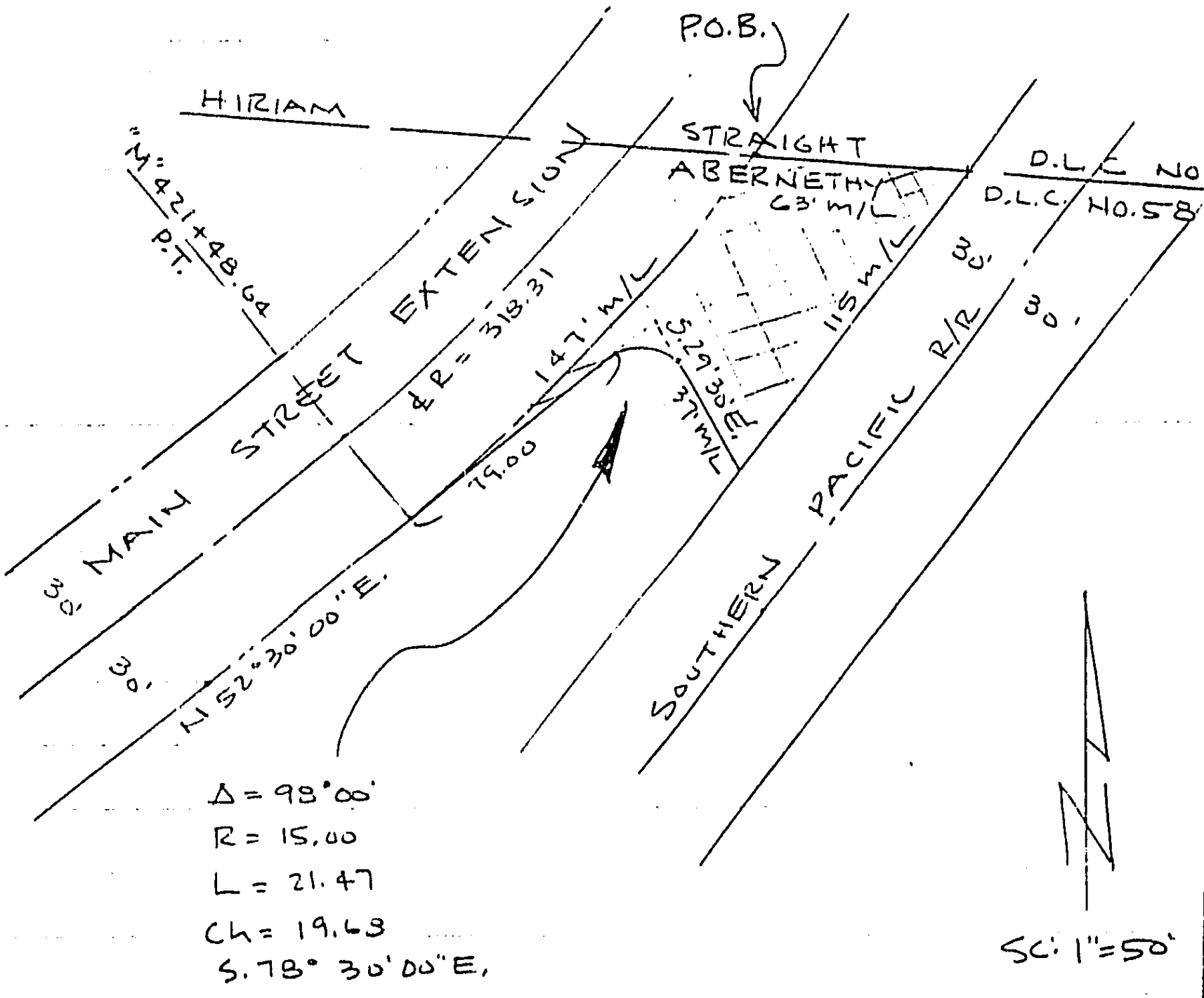
T. L. 2200
2-2E-29CB

EXHIBIT "A"

LEGAL DESCRIPTION FOR DEDICATION

A tract of land situated in the Southwest quarter of Section 29, Township 2 South, Range 2 East of the Willamette Meridian, Clackamas County, State of Oregon, being more particularly described as follows:

BEGINNING at the intersection of the South line of the HIRIAM STRAIGHT Donation Land Claim No. 42/North line ABERNETHY Donation Land Claim No. 58 with the Easterly line of Main Street Extension (60.00 foot Right-of-Way); THENCE Southwesterly along the Easterly line of said Main Street Extension on the arc of a 348.31 foot radius curve to the right, an arc distance of 147 feet, more or less, to a point of tangency at Engineer's Centerline Station "M" 421 + 48.64 P.T and a point of cusp; THENCE North 52° 30' 00" E. along an extension of said tangent a distance of 79.00 feet to a point of curvature; THENCE Easterly along the arc of a 15.00 foot radius curve to the right, through a central angle of 98° 00' 00" an arc distance of 21.47 feet (the chord bears S. 78° 30' 00" E. 19.68 feet) to a point of tangency; THENCE South 29° 30' 00" E. a distance of 37 feet, more or less, to the westerly line of the Southern Pacific Railroad Right-of-Way (60.00 foot Right-of-Way); THENCE Northeasterly along said Westerly line a distance of 115 feet, more or less, to the North line of said ABERNETHY D.L.C.; THENCE West along said North line a distance of 63 feet, more or less, to the POINT OF BEGINNING.



SKETCH FOR DEDICATION

EXHIBIT "B"

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

TO THE HONORABLE MAYOR AND COMMISSIONERS

FOR AGENDA 10

DATED December 19, 1990

Subject: Resolution No. 90-91 Report No. 90-310
Proposed Annexation, on the West Side of Central Point Road, between Partlow and Parrish Roads

On the December 19, 1990 City Commission agenda s a continuation of the consideration of a proposed annexation on C ntral Point Road. The annexation was presented to the Commission on December 5, but tabled to December 19 in order to hold a meeting with the various properties involved.

A meeting with the property owners was held on December 13. Annexation procedures, double majority rules and sewer service plans were discussed. Most of the questions came from the non-petitioning properties, most of which do not want to be included in the annexation proposal.

Staff is meeting with two of the non-petitioning properties on Friday, December 14. If there are additional annexation petitions filed staff will advise the Commission on the 19th.

At issue is what should be the logical boundary for this particular annexation. As has been discussed, the past policy of not including non-petitioning property has created problems in extending sewer service. Since the City has the right through double majority rules to include non-petitioning property the City should do so where necessary to have a cost efficient extension of sewer service.

Staff would have preferred including all the property along Central Point Road to Parrish Road, but this would have violated the double majority rules. Instead, staff recommended including the most property that fit within the double majority rule.

Staff took an additional look at the potential sewer service to the area and is recommending that the two southernmost properties on Central Point Road, proposed in the original annexation, be removed. Attached is a revised boundary map and sewer plan illustrating the change.

ISSUED BY THE CITY MANAGER

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Resolution No. 90-91 Report No. 90-310
Proposed Annexation, on the West Side of Central Point Road, between Partlow and Parrish Roads

If the Commission agrees, it should adopt a motion approving Resolution No. 90-91 that would forward the annexation proposal to the Portland Area Local Government Boundary Commission for a public hearing and final decision.

CHARLES LEESON
City Manager

JGB/im

attach.

cc: Development Services Director
Planning Division
Property Owners

ISSUED BY THE CITY MANAGER

RESOLUTION NO. 90-91

A RESOLUTION INITIATING A DOUBLE-MAJORITY ANNEXATION REQUEST TO THE PORTLAND METROPOLITAN AREA LOCAL GOVERNMENT BOUNDARY COMMISSION FOR PROPERTIES ON THE WEST SIDE OF CENTRAL POINT ROAD, BETWEEN PARTLOW AND PARRISH ROADS

WHEREAS, the City Commission is authorized by ORS 199.490 (2) (a) (B) to initiate an annexation upon receiving consent in writing from a majority of the electors registered in the territory proposed to be annexed and the written consent from owners of more than half the land in the territory proposed to be annexed; and

WHEREAS, the City Commission has received the necessary "consents" in sufficient numbers to meet so-called "double-majority" annexation requirements listed above and has set the boundary of the territory proposed for annexation as authorized by ORS 199.490 (2) (a) (B); and

WHEREAS, the territory proposed to be annexed is presently within the Clackamas County Fire District No. 71, and would, by operation of ORS 199.510 (2) (a), be automatically withdrawn from that district immediately upon consummation of the annexation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF OREGON CITY, AS FOLLOWS:

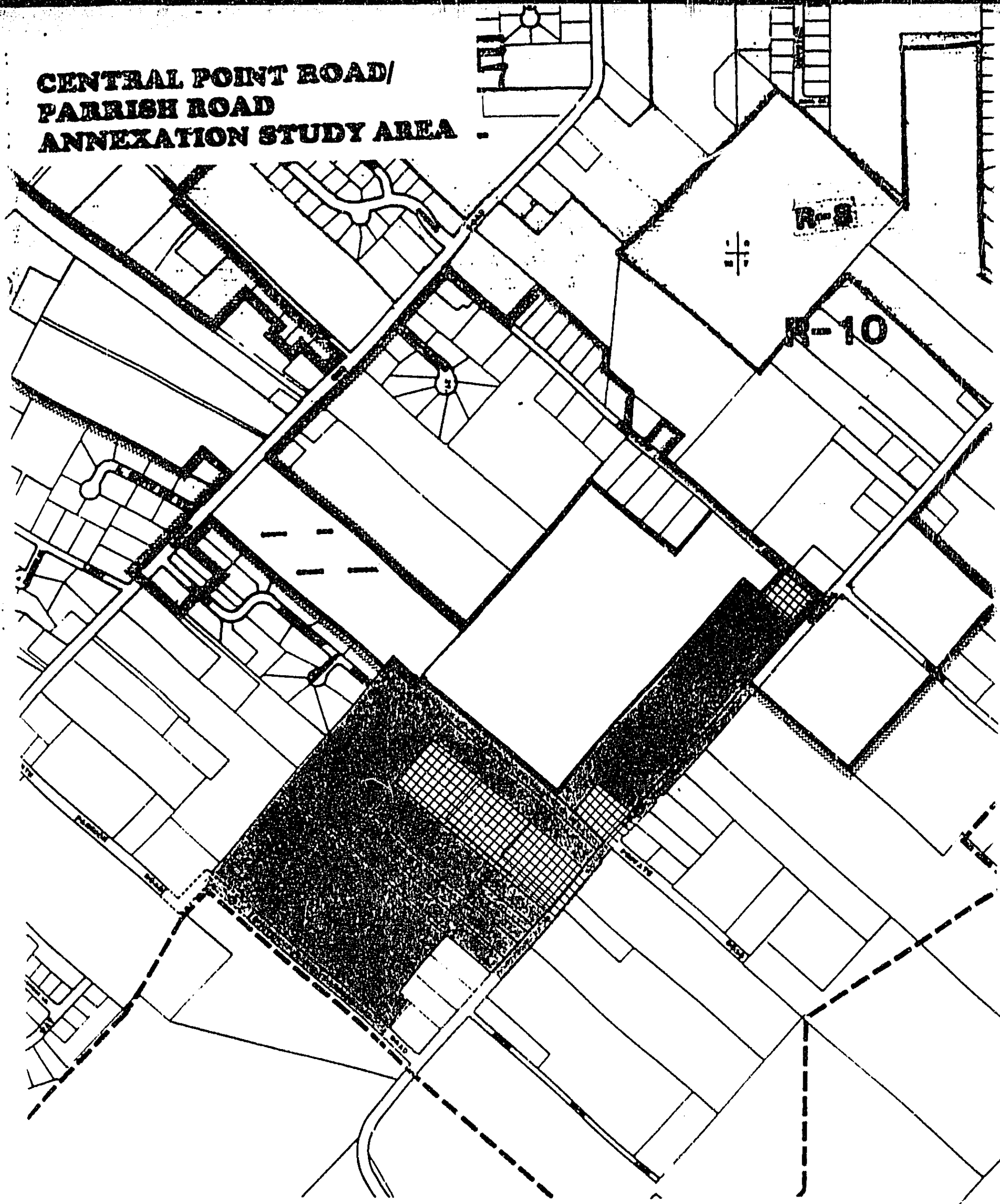
Section 1. That the Commission by this Resolution approves the proposed annexation with the boundaries described in Exhibit "A" and depicted in Exhibit "B" attached hereto;

Section 2. That the City Recorder is hereby directed to file certified copies of the statements of consent and this Resolution with the Portland Metropolitan Area Local Government Boundary Commission at once.

Adopted, signed and approved this 19th day of December, 1990.

Mayor-Commissioner	Commissioner
Commissioner	Commissioner
Commissioner	Comprising the City Commission of Oregon City, Oregon

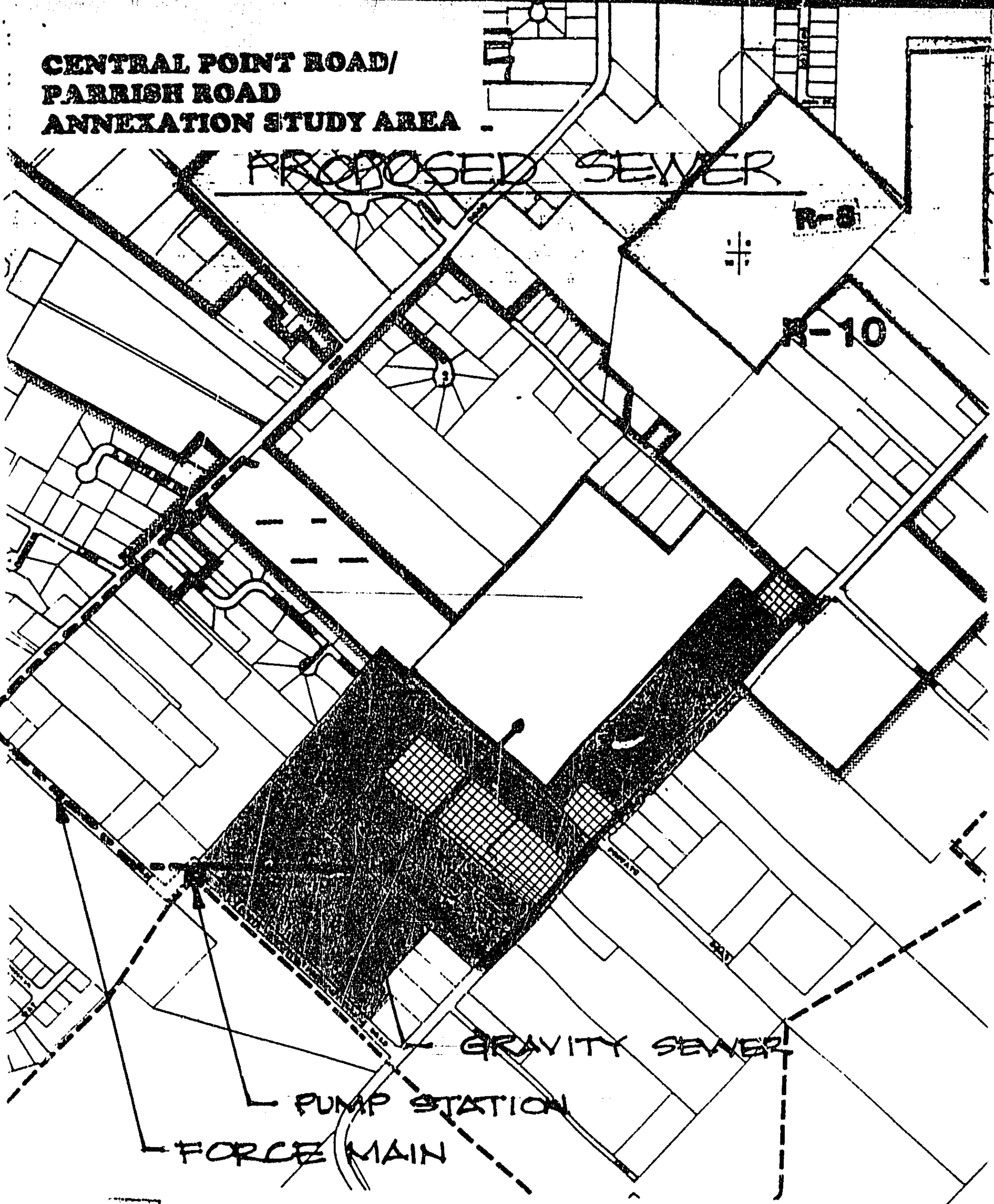
CENTRAL POINT ROAD/ PARRISH ROAD ANNEXATION STUDY AREA



= PETITIONING PROPERTIES

= NON-PETITIONING PROPERTIES RECOMMENDED FOR ANNEXATION

CENTRAL POINT ROAD/ PARRISH ROAD ANNEXATION STUDY AREA



= PETITIONING PROPERTIES

= NON-PETITIONING PROPERTIES RECOMMENDED FOR ANNEXATION

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA 13

DATED December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Page

Subject: Personal Services Agreement Report No. 90-311
Mt. View Pump Station Improvement Project

On the December 19, 1990 City Commission agenda is a personal services agreement with Lee Engineering, Inc., for Commission authorization. The agreement provides design, bid document, and inspection and construction management services for improvements to the Mt. View Pump Station.

Lee Engineering was hired to evaluate the pump station as outlined in the City's Water Master Plan. That evaluation is attached for Commission review. It is being recommended that improvements be made this Spring to coincide with the drainage of the 10 million gallon reservoir.

It is recommended that the City Commission adopt a motion approving the personal services agreement and authorizing the City Manager to execute on behalf of the City.

CHARLES LEESON
City Manager

JGB/im

attach.

cc: Development Services Director
Engineering Division

ISSUED BY THE CITY MANAGER

MEMORANDUM

DATE: December 14, 1990

TO: JOHN BLOCK, Development Services Director

FROM: NEAL ROBINSON, Project Engineer

RE: Mountain View Pump Station Modifications
Engineer's Report

The selection of Lee Engineering, Inc. proposed to provide engineering design services for retrofit and modification of the Mountain View Pump Station, phase 1, as posed in the Water Master Plan, 1987.

Lee Engineering has completed a study identifying the cause of cavitation in pump number 3 as deficiencies in the old piping that supply the pump. Their study suggests modifications to correct this and expand the capacity of the pump station to the 5300 gpm requirement identified in Addendum No. 1 to the Water Master Plan, 1987.

In order to complete the modifications prior to the summer high water demand period, it is essential that design begin as soon as possible. Each summer, with its high risk of great fire demands, poses potentially increased hazard to property if the City can't meet these increased fire flow requirements. Without the additional capacity of pump number 3, and the fact that it is the only pump with back-up motor supply for service during power failure, make its ability for peak performance essential.

The construction is scheduled so that the reservoir draining for new supply line installation can coincide with maintenance inspection of the reservoir required this year so that draining of the reservoir only has to happen once.

Attached is a copy of the study completed by Lee Engineering. A signed Personal Services Agreement with scope of services and fee proposal will be available prior to the Commission meeting.

MOUNTAIN VIEW PUMP STATION

STUDY

CITY OF OREGON CITY

December 10, 1990



Lee Engineering, Inc.
1300 John Adams Street
Oregon City, Oregon 97045
(503) 655-1342

LEE ENGINEERING, INC.

F. DUANE LEE, P.E.
DAVID A. LEE, P.E., P.L.S.
JAMES G. SMITH, P.E.

December 7, 1990

Mr. Neil Robinson, Project Manager
City of Oregon City
320 Warner Milne Road
Oregon City, Oregon 97045

Re: Mt. View Pump Station - Engineering Report

Dear Neil:

Enclosed is a copy of our report for the work you authorized at the Mt. View Pump Station. As we discussed by telephone yesterday, we plan on meeting with you Monday, December 10 at 10:00 a.m. at City Hall to review this report with you.

During the course of the study you brought forward another question that John Block wanted answered with regard to the improvements at the pump station necessary to accommodate a new reservoir at the Oregon City Golf Course. I told you that no additional studies were really necessary. My opinion is that the new reservoir will assist the overall management of water delivery to the high pressure zone in Oregon City. The only work that would be necessary at the pump station would include some additional modifications to the control system. The pump station is currently controlled from signals from the Boynton Reservoir. When the new reservoir is added at the golf course, additional control modifications will have to made at the pump station. Also, some water level monitoring will be necessary at the new reservoir. This future work can be included either with the modifications to the pump station which we have recommended, or they can be included as part of the reservoir project.

We have made no attempt to develop a cost estimate for the modifications to the control system, other than the modifications necessary to accommodate an additional pump that we have recommended. We would strongly recommend that this issue be addressed during a preliminary design phase which should be authorized prior to the final design for the recommendations included in our report.

If you have any additional questions or comments, please call. Thank you for this opportunity to be of service to you and the citizens of Oregon City.

Sincerely,

LEE ENGINEERING, INC.

F. Duane Lee

F. Duane Lee, President

FDL:nj

Enclosures

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INTRODUCTION

AUTHORIZATION

The Mt. View Pump Station Study was prepared in accordance with an agreement with the City of Oregon City and Lee Engineering, Inc. dated August 24, 1990 and signed August 29, 1990.

PURPOSE

The purpose of this study is to analyze the existing pump station operating conditions and to present findings and preliminary recommendations for immediate and future improvements.

SCOPE

The scope of this study is to gather and review existing information concerning existing pump capacity and performance and formulate an improvement plan that can be used to schedule and budget future improvements as they become necessary. A detailed scope of this study is as follows:

A. Review data furnished by the City pertaining to the Mt. View Pump Station.

B. Gather additional data from the pump station site to formulate a model of the existing pump, discharge and suction conditions.

C. Gather and review data on future water demands placed on the high pressure zone by the City of Oregon City and/or Clairmont Water District.

D. Analyze existing suction and discharge conditions of the pump station to determine if destructive cavitation is being experienced by any or all pumps.

E. Prepare a preliminary engineering report presenting the findings and recommendations, including sketches of proposed improvements and cost estimates.

SYSTEM ANALYSIS

BACKGROUND

The Oregon City water system is divided into three basic pressure zones: high level, intermediate level, and low level. The Mt. View Pump Station provides all water used by the high level pressure zone. The high level pressure zone also provides water to Clairmont Water District but this zone is not the sole source of water for Clairmont. (Refer to the "City of Oregon City Water Master Plan," 1987, for pressure zone boundaries.) The high level zone currently accounts for one-half to two-thirds of all water consumed by Oregon City.

Most recent improvements to the Mt. View Pump Station were completed in 1986. These improvements consisted of replacing the two existing pumps with two new pumps in the main pump building. A third pump was also added for standby in a new auxiliary building also housing a diesel-driven engine for the standby pump and a diesel-powered generator for emergency telemetry power. The three new pumps were designed for identical performance of 2,000 gpm each at 180 ft. of head which gives 2,350 gpm at 143 ft. of head (operating conditions).

From startup the new pumps emitted noise indicative of cavitation. The pumps were allowed to run for several months during a discovery period to determine the nature of the noise. Investigation led to the conclusion that destructive cavitation was occurring in all three pumps. Further testing by the pump manufacturer produced a modified impeller design for the pumps to eliminate the cavitation. The impeller modification included trimming of the impeller diameter by approximately 12%. A change in impeller size is one solution to reduction of cavitation. In this instance it appears to have eliminated the cavitation in two of the pumps, but some noise is still audible in the standby pump. However, the decreased impeller size has decreased the pump's capacity to the current level of 1,720 gpm $\pm$ at 143 ft. of head. The capacity of the pump station with all three pumps running is approximately 4,800 gpm. If one pump is not operational it has a firm capacity of 3,300 gpm.

PUMPS AND PIPING

Mt. View Pump Station is configured as shown in Fig. 1. The main pumphouse contains Pumps Nos. 1 and 2 and all instrumentation for the high level pressure zone. The suction header for Pumps 1 and 2 is 18" in diameter and approximately 50 feet long from the end inside the pumphouse to the connection to the 24" main under Mt. View Street. Oregon City Meter No. 3 is in line with this suction header. Inside the pumphouse, the suction header has an additional 10" tap for the installation of a third pump when necessary. The suction header is connected to the 24" main with a 16" Tee and 18" x 16" reducer. A 16" gate valve is also installed at the main connection. The reduction from 18" to 16" accounts for approximately 50% of the total head loss from the main to the pumps but the total head loss is minimal at all probable flow rates through the header. This does not present a problem. The discharge header for Pumps 1 and 2 is 16" in diameter and feeds directly into the high level distribution system.

The improvements completed in 1986 required retapping the discharge header to accommodate increased fitting and valve lengths associated with the installation of the new pumps. It is anticipated that retapping will be required for the installation of the third pump as necessary. The discharge header appears to be adequate for all probable flow rates. However, no detailed hydraulic analysis was done for the distribution system as part of this study, and as a consequence, theoretical impacts of the future addition of a third pump were not investigated. Preliminary calculations show velocities in the discharge header at current maximum flow rates to be 6 fps. Additional flow from a third pump will increase this velocity to about 9 fps. This increased velocity is at the high end of acceptable velocities, but this higher velocity would normally only occur during peak days for short periods of time (while all three pumps were in operation) and shouldn't cause deterioration of the discharge header. The higher velocity should be investigated more thoroughly during the design phase of a third pump installation.

Pump No. 3 is housed in an auxiliary building just south of the main pumphouse. This auxiliary building also houses a diesel-driven unit for Pump No. 3 which is used in the event of a power outage. The emergency capacity of this diesel drive coupled to Pump No. 3 is limited. During a recent power outage a flow rate of 1,300 gpm was recorded, which fortunately kept pace with demand at the time of the event. The auxiliary building also houses a diesel generator used to provide power to the telemetry equipment and alarms during power outages. This generator unit has performed well during past power failures.

The suction pipe to Pump No. 3 consists of a variety of components. The major component consist of approximately 425 feet of 12" cast iron pipe installed in 1915

and runs from Reservoir No. 2 to the 100,000 gallon elevated tank just west of the main pumphouse. The remaining 95 feet of 12" and 8" piping is ductile iron and was installed during the improvements in 1986. The age of the 12" cast iron pipe is a matter for concern. A computer model of the existing suction piping to Pump No. 3 reveals considerable head loss associated with the current flow rates through Pump No. 3. Further calculations show the available net positive suction head for Pump No. 3 is quite marginal for this pump design and is most likely the cause of the ongoing cavitation experienced by Pump No. 3.

All three pumps at Mt. View Pump Station are split case centrifugal pumps, Model No. 5x7x17 as manufactured by Aurora Pumps. Pumps No. 1 and 2 are vertical

in configuration and Pump No. 3 is horizontal in configuration. The pumps are identical in design and impeller diameter. They operate in alternating sequence, including Pump No. 3, which was originally intended for standby capacity. During normal operation, lag pumps are turned on automatically as needed to maintain Boynton Reservoir within its operating limits. Chart records show normal winter operation of the pumps results in one pump running for one to two hours to fill Boynton Reservoir, then one to two hours of water use from the reservoir before the pump is activated again for refilling. Summer time peak flows, however, require two pumps running for up to 18 hours continuously with the third pump activated for up to four hours to fill the reservoir.

Any pump has operating parameters which must be met for efficient and correct operation. Regardless of flow requirements, pumps must have adequate suction and discharge piping and meet minimum suction head requirements to function without cavitation. Required net positive suction head ($NPSH_R$) is determined by tests of geometrically similar pumps and is assumed to be that suction head at which a 3% drop in load is developed. This 3% drop is an assumed "standard" but in fact cavitation can begin before any drop in head is detected. In the case of these three pumps the $NPSH_R$ for each pump is 21 feet. Mathematical models of the suction piping show the available net positive suction head ($NPSH_A$) for Pumps No. 1 and No. 2 to be 52 feet with both pumps operating and Pump No. 3 $NPSH_A$ to be 24 feet. The $NPSH_A$ for Pumps No. 1 and 2 is well within the $NPSH_R$ for these pumps as evidenced by the lack of the telltale noise associated with cavitation. The $NPSH_A$ for Pump No. 3, however, is marginal at best and most likely the cause for the cavitation noise observed.

CAPACITY AND DEMAND

The current pumping capacity of Mt. View Pump Station, from chart recordings, is 4,900 gpm (7.1 mgd). Each pump will produce 1,700 to 1,780 gpm individually and 1,630 $\pm$ gpm in parallel. The firm capacity recorded from Pumps 1 and 2 in

parallel is 3,300 gpm with no apparent suction or discharge problems. Firm capacity indicates the capacity in the event of a single pump nonoperational. The existing peak day demand of 4.1 mgd is within the capacity of the pump station and represents 58% of peak capacity.

Chart records show instantaneous demand at or above the 3,300 gpm level (firm capacity). However, the high level pressure zone has storage to accommodate short peak events. Furthermore, Pump No. 3 is on line and not restrained to standby status, allowing the full capacity of the pump station to contribute to peak demand. No record exists showing peak events exceeding the pump station's full capacity.

RECOMMENDATIONS

Final assessments of the Mt. View Pump Station indicate that cavitation continues in Pump No. 3 caused by insufficient $NPSH_A$ and that this lack of available NPSH is a result of high head loss through the suction piping. Improvements to the suction line to Pump No. 3 are recommended for earliest implementation.

Further assessment indicates that current peak demand is being met with all three pumps on line, but little surplus exists. Also, no standby capacity exists in the event of operational failure of a single pump during peak demand.

These assessments lead to the following recommendations:

The suction piping to Pump No. 3 needs immediate improvement. Fig. 1 shows a proposed alignment for a new 24" suction header tapped directly into Reservoir No. 2 and the abandonment of the existing 12" suction pipe. This new suction header could be used for future pump capacity to meet ultimate demand projections. Current demand does not warrant expenditures on a new pump building with additional pumps, but the header would be tapped to allow connection at a future date. The estimated cost of the new 24" header and connection to Pump No. 3 is $50,000 to $60,000. An existing 6" washdown line exists at the reservoir connection point which will be abandoned and reconnected to the new header.

The second recommendation involves the addition of a third pump within the main pumphouse. The new pump is recommended to be of similar capacity to the existing pumps and would be controlled by modifications to the existing control panels. The additional flow from this new pump would provide additional capacity at peak demand, and standby capacity in the event of scheduled and emergency maintenance on the existing pumps. Utilizing the expandability of the existing pumphouse can delay expenditures for the new pump building and pumps until they are required.

The Oregon City Water Master Plan indicates an ultimate capacity required of 9,200 gpm. The new capacity for this pump station with the proposed improvement would be 6,600 gpm. The estimated cost of the new pump, replumbing and controller modification is $40,000 to $50,000.

The total cost for the recommended improvements is estimated to be $90,000 to $110,000.

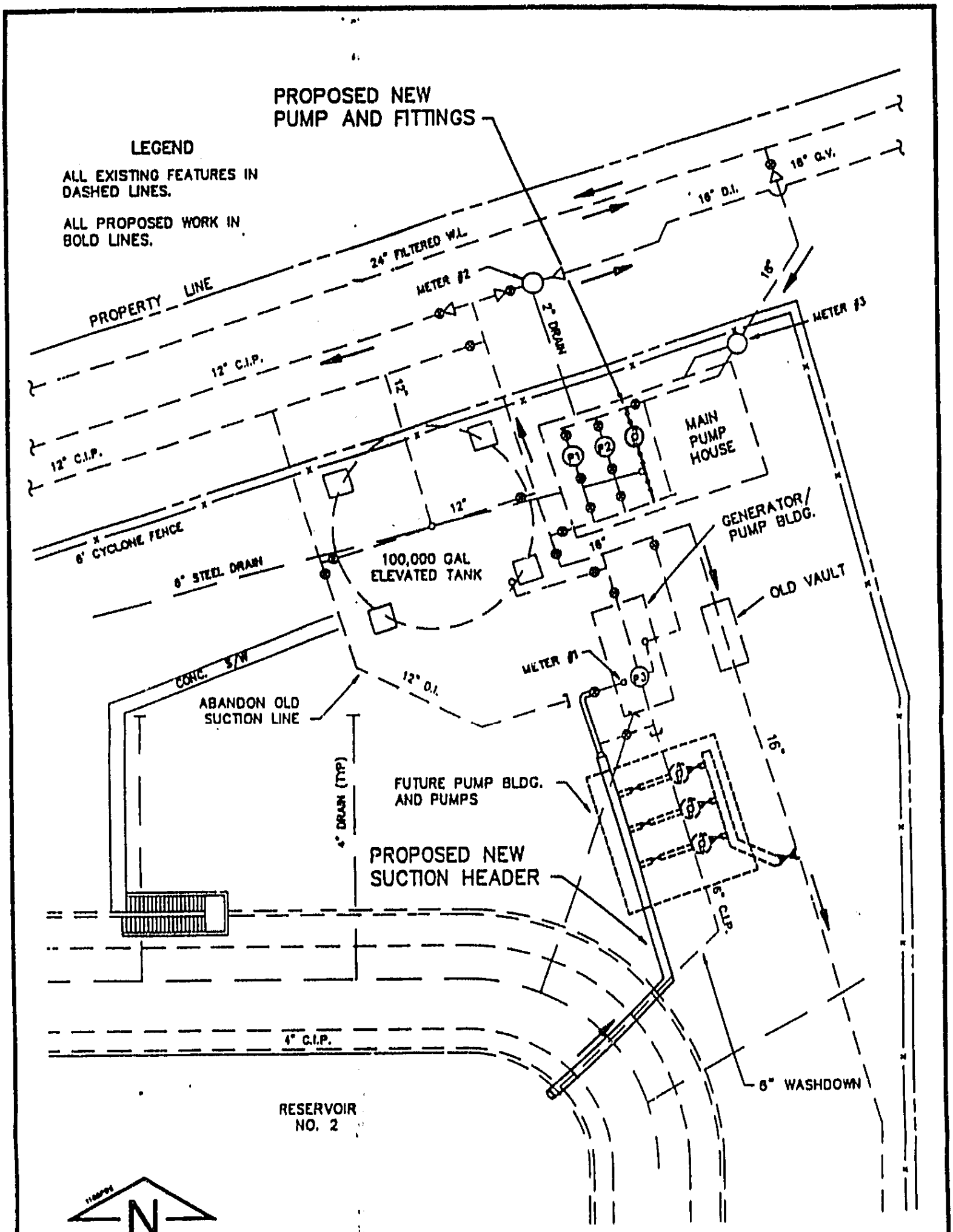


FIGURE 1

PROPOSED IMPROVEMENTS FOR MT. VIEW PUMP STATION OREGON CITY, OREGON

PREPARED BY:
LEE ENGINEERING, INC
PROJECT NO. 1156
NOV. 1990

CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

FOR AGENDA

DATED

December 19, 1990

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Public Utility Easement and Non-Remonstrance Agreement Acceptance Salmonberry Drive "STEP" System

Report No. 90-312

On the December 19, 1990 City Commission agenda are public utility easements and non-remonstrance agreements for the Salmonberry Drive "STEP" System project for Commission acceptance.

It is recommended that the Commission adopt a motion approving the public utility easements and non-remonstrance agreements and authorizing the Mayor and City Recorder to execute respectively. If the documents are not delivered to the City in time for packet distribution they will be handed out at the Commission meeting.

CHARLES LEESON
City Manager

JGR/im

attach.

cc: Development Services Director
Engineering Division

ISSUED BY THE CITY MANAGER