



## TYPE III LAND USE RECOMMENDATION

### Staff Report and Decision

February 20, 2012

**FILE NO.:** CP 11-01: Master Plan  
DP 11-03: Detailed Development Plan  
NR 11-05: Natural Resource Overlay Exemption  
LL 11-07: Lot Line Adjustment

**APPLICATION TYPE:** Type III

**APPLICANT/  
OWNER:** Providence Willamette Falls Medical Center  
C/o Russell Reinhard  
1500 Division Street  
Oregon City, Oregon 97045

**REPRESENTATIVE:** Peterson Kolberg & Associates  
C/o Steve Kolberg  
6969 SW Hampton Street  
Portland, Oregon 97223

**REQUEST:** The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot.

**LOCATION:** 1500 Division Street, Oregon City, OR 97045  
Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600  
Clackamas County Map 2-2E-32AA, TL 400 and  
Clackamas County Map 2-2E-32AC, TL 101, 201

**ZONING:** “MUE” Mixed Use Employment District

**REVIEWERS:** Laura Terway, AICP, Planner  
Bob Cullison, EIT, Development Services Manager

**RECOMMENDATION:** **Planning Commission Approval with Conditions.**

**PROCESS:** *Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the City Commission, except upon appeal. Applications evaluated through this process include conditional use permits and Master Plans for which discretion is provided. In the event that any decision is not classified, it shall be treated as a Type*

*III decision. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission all issues are addressed. The decision of the planning commission is appealable to the city commission, on the record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(c) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to LUBA within twenty-one days of when it becomes final.*

*A city-recognized neighborhood association requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.*

**IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.**

**DECISION CRITERIA:**

The development proposal will be analyzed for compliance with the following Chapters of the Oregon City Municipal Code:

- Streets, Sidewalks and Public Places in Chapter 12.04,
- Public and Street Trees in Chapter 12.08,
- Property Line Adjustments and Abandonment Process and Standards in Chapter 16.20,
- “MUE” Mixed Use Employment District in Chapter 17.31,
- Tree Protection Standards in Chapter 17.41,
- Geologic Hazards in Chapter 17.44,
- Natural Resource Overlay District in Chapter 17.49,
- Administration and Procedures are set forth in Chapter 17.50,
- Off-Street Parking and Loading in Chapter 17.52,
- Supplemental Zoning Regulations and Exception in Chapter 17.54,
- Site Plan and Design Review in Chapter 17.62 and
- Master Plans in Chapter 17.65.

**CONCEPT (GENERAL) DEVELOPMENT PLAN:**

The proposed Concept (General/Master) Development Plan identifies the layout, maximum intensity, phasing and public improvements associated with the Providence Willamette Falls Medical Center over a 10 year period. Approval of the General (Concept) Plan is followed by a series of Detailed Development Plan applications with refined building details including building design, landscaping, etc. which comply with the Oregon City Municipal Code and the approved Concept (General) Plan.

**EXISTING USE:**

The property located at 1500 Division Street is utilized as Providence Willamette Falls (PWF) Medical Center and contains numerous medical related facilities within a hospital campus (Exhibits 1 and 2). Since 1954, PWF has provided a full service medical center including emergency medicine, labor and delivery, surgical services, inpatient treatment, as well as many other inpatient and outpatient services to Oregon City and Clackamas County.

**PROPOSED DEVELOPMENT:**

Providence Willamette Falls Medical Center (PWF) is seeking approval of a ten (10) year General

Development Master Plan as well as a Detailed Development Plan to implement Phase 1 of the 3 Phase Master Plan. Phase 1 includes alteration and expansion of an existing parking lot at the corner of Davis Road and Division Street. The phases of the Master Plan include the following development:

**Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)**

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

**Project Phase 2 – Hospital Additions and Remodels**

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

Outpatient Surgery Expansion: The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

New Front Entry: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

Second Floor Patient Room and Pharmacy Remodel: Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

Birthplace Expansion: Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

Central Utility Plant: In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation .

Second Floor Shell Space Tenant Improvements: There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

**Project Phase 3 – Medical Office Buildings (MOB)**

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical

Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval. **The applicant can satisfy this standard by complying with Condition of Approval 1.**

## **OREGON CITY MUNICIPAL CODE CRITERIA:**

### **CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES**

**Finding: Complies.** The Concept (General) Development Plan and Detailed Development Plan applications were processed as Type III applications. Multiple neighborhood association meetings were held and a pre-application conference took place on July 13, 2011 with Oregon City staff. Notice of the development was mailed to property owners within 300 feet of the site, the McLoughlin Neighborhood Association, Citizen Involvement Commission and affected agencies on January 9<sup>th</sup>, 2012. The property was posted with a land use action sign providing details and requesting comments about the development from January 13<sup>th</sup>, 2012 to after the Planning Commission hearing(s). The following public comments were received:

Gail Curtis, Senior Planner of the Oregon Department of Transportation submitted comments (Exhibit 7), including concerns regarding the transportation impact study. The comments are addressed within this report.

Denyse McGriff of the McLoughlin Neighborhood Association submitted comments (Exhibit 8), regarding the attendance list at the McLoughlin Neighborhood Association meeting and forwarding the report to the appropriate chair.

Paul Edgar of the Citizen Involvement Committee submitted a request (Exhibit 9) for a hard copy of the application.

Tim Powell, Chair of the McLoughlin Neighborhood Association submitted comments from the Neighborhood Association expressing concern about hospital employees parking within the public right-of-way near the facility. He suggested the City limit the on-street parking to 2 hours and work with the hospital to develop a good neighbor plan (Exhibit 10). In response to this comment the applicant submitted a letter, dated February 16, 2012 indicating that Providence Willamette Falls Hospital recently adopted a policy restricting employees from parking on the street (Exhibit 11). In addition, Nancy Bush, Code Enforcement Manager submitted comments identifying the process to limit on-street parking to 2 hours as well as the resident parking program and suggested the neighbors apply (Exhibit 12). Furthermore, the applicant is required to demonstrate adequate parking to facilitate each new phase of development.

Other comments were submitted prior to initiating the public comment period which were not included in the analysis of this report. Comments received after February 13<sup>th</sup>, 2012 will be forwarded to the Planning Commission at the February 27<sup>th</sup>, 2012 public hearing. The public record will remain open until the Planning Commission closes the public hearing.

## **CHAPTER 17.31 “MUE” MIXED USE EMPLOYMENT DISTRICT**

### ***17.31.020 Permitted Uses***

**Finding: Complies as Proposed.** The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

**17.31.030 Limited Uses**

**Finding: Not Applicable.** The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

**17.31.040 Conditional Uses**

**Finding: Not Applicable.** The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

**17.31.050 Prohibited Uses**

**Finding: Not Applicable.** The subject site is currently utilized as a hospital with medical clinics, uses permitted in OCMC 17.31.020.F and C of the Oregon City Municipal Code. The application did not include any alteration to the use of the site.

**17.31.060.A Minimum lot areas: None.**

**Finding: Complies as Proposed.** The applicant proposed to consolidate lots on the subject site. The subsequent lots exceed a minimum lot area of zero.

**17.31.060.B Minimum Floor Area Ratio: 0.25.**

**Finding: Complies with Condition.** The application did not identify the floor area ratio, as the exact square footage to be constructed will be refined during future Detailed Development Plans. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating the master plan complies with the minimum floor area ratio of 0.25. **The applicant can meet this standard by complying with Condition of Approval 2.**

**17.31.060.C Maximum building height: except as otherwise provided in subsection C.1. of this section building height shall not exceed sixty feet.**

1. *In that area bounded by Leland Road, Warner Milne Road and Molalla Avenue, and located in this zoning district, the maximum building height shall not exceed eighty-five feet in height.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.31.060.D Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every one foot of building height over thirty-five feet.**

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.31.060.E Maximum allowed setbacks: No maximum limit provided the Site Plan and Design Review requirements of Section [17.62.055](#) are met. Development of a campus with an approved Master Plan in the MUE zone is exempt from Section [17.62.055D.1](#) of Site Plan and Design Review. All other standards are applicable.**

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.31.060.F Maximum site coverage of the building and parking lot: Eighty percent.**

**Finding: Complies with Condition.** The application indicated that approximately 64% of the site is covered with buildings and parking lots. However, the site plan inaccurately displayed the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the Master Plan does not have more

than eighty percent site coverage of buildings and parking lots. All future construction shall demonstrate compliance with this standard. **The applicant can meet this standard by complying with Condition of Approval 3.**

**17.31.060.G** *Minimum landscape requirement (including the parking lot): Twenty Percent.*

*The design and development of the landscaping in this district shall:*

1. *Enhance the appearance of the site internally and from a distance;*
2. *Include street trees and street side landscaping;*
3. *Provide an integrated open space and pedestrian way system within the development with appropriate connections to surrounding properties;*
4. *Include, as appropriate, a bikeway walkway or jogging trail;*
5. *Provide buffering or transitions between uses;*
6. *Encourage outdoor eating areas appropriate to serve all the uses within the development;*
7. *Encourage outdoor recreation areas appropriate to serve all the uses within the development.*

**Finding: Complies with Condition.** A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan inaccurately displays the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G of the Oregon City Municipal Code. **The applicant can meet this standard by complying with Condition of Approval 4.**

#### **CHAPTER 16.12 Property Line Adjustments and Abandonment Process and Standards**

**Findings: Complies as Proposed.** The tax lot located on the corner of Penn Lane and Division Street (Clackamas County Map 2-2E-32AB-01201) consists of multiple building lots, though only a single tax lot is present. The applicant proposed to consolidate building lots into a single building lot which mirrors the tax lot displayed in Exhibit D of the application. Subsequent to the consolidation, the lot would contain a parking lot and a structure where the future East medical office building would be located. As demonstrated within this report, the consolidated lots were reviewed for compliance with the Oregon City Municipal Code.

#### **Chapter 17.65 – MASTER PLANS**

##### **17.65.050.A Existing Conditions Submittal Requirements**

**17.65.050.A.1.a** *Current uses of and development on the site, including programs or services.*

**Findings: Complies as Proposed.** The site is currently being utilized as Providence Willamette Falls Medical Center (PWF). The applicant provided a site plan identifying the existing layout of the site (Exhibit 2).

**17.65.050.A.1.b** *History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the concept development plan.*

**Findings: Complies as Proposed.** The applicant submitted a narrative with a variety of information about the subject site (Exhibit 2).

**17.65.050.A.1.c** *A vicinity map showing the location of the Concept Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities.*

**Findings: Complies as Proposed.** The applicant submitted a vicinity map displaying the subject site relative to the larger community, including major transportation routes, transit stops and parking facilities (Exhibit 2).

**17.65.050.A.1.d** *Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.*

**Findings: Complies as Proposed.** The applicant submitted a map displaying the adjacent buildings and zoning designations. Though primarily adjacent to the “MUE” Mixed Use Employment District, a portion of the site borders residential zoning designations (Exhibit 2).

**17.65.050.A.1.e** *Previous land use approvals within the Concept Development Plan boundary and related conditions of approval.*

**Findings: Complies as Proposed.** The subject site has received approval of multiple land use applications. Two prior applications (Conditional Use CU 03-03 and Site Plan and Design Review SP 03-19) resulted in the requirement to receive Master Plan approval prior to proceeding with any additional land use applications (Exhibits 3 and 4).

- Condition of approval #5 for Conditional Use CU 03-03: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved or conditioned for approval as part of this conditional use permit or the associated site plan and design review, SP03-19). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site) , vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.
- Condition of approval #31 for Site Plan and Design Review SP 03-19: The hospital shall receive a comprehensive city master plan approval prior to any future city land use approval or site development permit issuance (other than those approved as part of the associated Condition Use Permit CU 03-03, this Site Plan and Design Review or required in Conditions 2, 3 and 4 of this approval). The master plan shall be based on all hospital properties in the Division Street area and include; phased development projects, full area traffic analysis, infrastructure evaluation and plans, multi-model planning (on and off-site), vehicle and bicycle parking evaluation, evaluation of non-conformance, proposed timing and other required items.

**17.65.050.A.1.f** *Existing utilization of the site. May also reference submitted maps, diagrams or photographs.*

**Findings: Complies as Proposed.** The applicant provided a narrative statement describing the existing uses of the site and a series of maps (Exhibit 2). The site is currently being utilized as Providence Willamette Falls Medical Center. The subject site contains Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. The Master Plan is within the Mixed Use Employment District (MUE). PWF Medical Center is a permitted use in the MUE Zone under OCMC 17.31.010 and 17.31.020.F.

**17.65.050.A.1.g** *Site description, including the following items. May also reference submitted maps, diagrams or photographs.*

- (1) *Physical characteristics,*
- (2) *Ownership patterns,*
- (3) *Building inventory,*
- (4) *Vehicle/bicycle parking,*
- (5) *Landscaping/usable open space,*
- (6) *FAR/lot coverage,*
- (7) *Natural resources that appear on the City's adopted Goal 5 inventory,*
- (8) *Cultural/historic resources that appear on the City's adopted Goal 5 inventory, and,*
- (9) *Location of existing trees 6" in diameter or greater when measured 4' above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.*

**Findings: Complies as Proposed.** The applicant provided a narrative including a description of the site and a series of maps displaying the above existing conditions (Exhibit 2). As discussed in Chapter 17.65.050.C.4 of this report, no City-designated cultural or historic resources are located on the subject site. A small portion of the subject site includes two Overlay Districts; Natural Resource Overlay District (NROD), and Geologic Hazards. Both districts are on the eastern edges of the subject property where no additional development is proposed.

**17.65.050.A.1.h** Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs.

- (1) Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways;
- (2) Transit routes, facilities and availability;
- (3) Alternative modes utilization, including shuttle buses and carpool programs; and
- (4) Baseline parking demand and supply study (may be appended to application or waived if not applicable).

**Findings: Complies as Proposed.** The applicant provided a narrative statement describing the existing transportation conditions of the site. A Transportation Impact Analysis (TIA) was submitted by Kittelson & Associates, Inc. (Exhibit 2).

1. Sidewalks are provided along Redland Road to the south of Holcomb Boulevard-Abernethy Road.
2. Sidewalks and bicycle lanes are provided along Anchor Way west of Redland Road (for approximately 250 feet only).
3. Sidewalks are provided along Division Street to the south of 16th Street.
4. Bicycle lanes are provided along Division Street between 13th Street and 15th Street.
5. On-street parking is available along Division Street to the west of 9th Street and between 16th Street and Gilman Drive.
6. Not posted; assumed to be 25 miles per hour.

*Bicycle Facilities and Connectivity.* Bicycle lanes are currently provided on Division Street between 13th Street and 15th Street and along some of the major surrounding roadways, including Redland Road and Molalla Avenue. According to the TSP, bicycle lane improvements are needed on Division Street, 15th Street, Cascade Highway (OR 213), Anchor Way, Holcomb Boulevard- Abernethy Road, 7th Street, and Molalla Avenue.

*Pedestrian Facilities and Connectivity.* The PWF campus and surrounding neighborhood are generally well served by a grid network of streets and sidewalks today. Sidewalks are available adjacent to the campus on a majority of both Division Street and Davis Road, as well as along the major connecting roadways near the campus, including Molalla Avenue, 7th Street, and 15th Street. Additional sidewalk connectivity is planned in the vicinity of the PWF campus, as identified in the City of Oregon City TSP.

*Transit Routes, Facilities and Availability.* The primary bus route serving the site is Tri-Met with bus stops located adjacent to the subject site. Two fixed-route bus stops are located within one block of the main entrance of the PWF campus on Division Street; a total of four stops are located within one block of the overall PWF campus. Service to these stops is provided by Tri-Met Bus Route 32. Route 32 provides service between Clackamas Community College, Oregon City, Gladstone, and Milwaukie. As of August 2011, the bus operates Monday through Friday between 5:30 a.m. and 7:30 p.m. on 30-minute headways, Saturdays between 9:30 a.m. and 5:30 p.m. on 60-minute headways, and does not offer service on Sundays. The Oregon City Transit Center provides connections to several additional bus routes and services. Other bus service in the area of the PWF campus is provided by Tri-Met Bus Routes 33, 34, and 99.

*Baseline Parking Demand and Supply.* The applicant indicated that the campus has an existing supply of 749 parking stalls with an existing demand for 653 stalls.

**17.65.050.A.1.i** Infrastructure facilities and capacity, including the following items.

- (1) Water,
- (2) Sanitary sewer,
- (3) Stormwater management, and
- (4) Easements.

**Findings: Complies as Proposed.** The site is surrounded by adequate City water mains on all four sides including through the interior of the main property. Adequate sanitary sewer mains exist around the site while stormwater mains are located appropriately on the perimeter of the site.

**17.65.050.A.2.a** *Existing conditions site plan.*

**Findings: Complies as Proposed.** The applicant submitted a site plan of the existing conditions of the site (Exhibit 2).

**17.65.050.A.2.b.** *Vicinity map.*

**Findings: Complies as Proposed.** The applicant submitted a vicinity map of the development site (Exhibit 2).

**17.65.050.A.2.c.** *Aerial photo.*

**Findings: Complies as Proposed.** The applicant submitted an aerial photo depicting the subject site and adjacent property (Exhibit 2).

**17.65.050.B.** *Proposed Development Submittal Requirements*

**17.65.050.B.1.a** *The proposed duration of the concept development plan.*

**Findings: Complies as Proposed.** The General (Master) Plan is anticipated to be implemented over a period of 10 years.

**17.65.050.B.1.b** *The proposed development boundary. May also reference submitted maps or diagrams.*

**Findings: Complies as Proposed.** The project boundaries include Clackamas County Map2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201. A map of the subject site was submitted (Exhibit 2).

**17.65.050.B.1.c** *A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.*

**Findings: Complies as Proposed.** The applicant indicated that phases would generally include the following:

*Project Phase 1 – Division St. Parking Lot (Subject To Detailed Development Plan Approval)*

The first project of the master plan consists of an alteration and expansion of the existing parking lot at the intersection of Davis Road, Division Street and Penn Lane. The applicant submitted a Detailed Development Plan for the construction of the parking lot which would be implemented subsequent to approval in 2012.

*Project Phase 2 – Hospital Additions and Remodels*

Phase 2 of the Master Plan includes the addition of approximately 54,000 square feet to the site including expanding the Medical Center building, the construction of a new central utility plant, and the remodeling of other areas of the facility. More particularly, these projects include:

Outpatient Surgery Expansion: The outpatient surgery expansion will add approximately two new operating rooms and short stay recovery space.

New Front Entry: The main entry to PWF will be remodeled and will include a new patient drop-off. The new entry will replace a section of the 1961 building which is currently sub-standard and houses hospital office spaces among other uses. This project will provide a more direct and unified entry into the hospital. A new canopy will welcome visitors into a large, high volume lobby that will provide physical and visual connections to corridors serving patient care, imaging, day surgery, birthplace, and the gift shop.

Second Floor Patient Room and Pharmacy Remodel: Several spaces on the second floor of the hospital will be converted from their current use as offices back to their original function as patient rooms. This

patient room remodel will not increase the number of licensed beds, the staffing levels for the hospital, nor increase trip generation. The pharmacy will also be relocated.

Birthplace Expansion: Six additional Labor, Delivery, Recovery and Postpartum rooms will be added to the west end of the existing Birthplace wing. The addition would increase the number of labor and delivery/postpartum beds from 14 to 20.

Central Utility Plant: In order to centralize the system utilities for the campus and make them more efficient, PWF is planning for a central utility plant to house the appropriate mechanical, electrical, and plumbing systems to serve the medical campus. The development of this project is located within the Natural Resource Overlay District requiring review and mitigation .

Second Floor Shell Space Tenant Improvements: There is approximately 16,100 square feet of unfinished space above the Emergency Department planned for build out to house expanded hospital services. There is no definitive hospital program scheduled for this space but it is anticipated to be an expansion of outpatient services.

The applicant may complete the phase 2 projects in any order, provided they are all completed prior to initiating Phase 3. Phase 2 is projected to be implemented from 2012-2021.

#### *Project Phase 3 – Medical Office Buildings (MOB)*

Phase 3 of the Master Plan will add approximately 40,000 - 50,000 square feet of square footage to the medical campus including the construction of two new buildings including:

MOB Additions: PWF has identified two (East and West) sites for 20,000 - 25,000 square foot medical Office Buildings (MOB's) which will house general physician's practices. The order of implementation for the two MOB's in this phase will depend upon Hospital strategic goals, project funding, and community needs. Phase 3 would be implemented from 2014-2021.

**17.65.050.B.1.d** *An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.*

**Findings:** Refer to the findings within this report.

**17.65.050.B.1.e** *A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within 250 feet of the proposed development boundary.*

**Findings: Complies as Proposed.** The applicant provided a map displaying all nearby Goal 5 resources. The subject site is not within a historic district or include an individually designated historic structure. The property is within the Geologic Hazards Overlay District and the Natural Resource Overlay District.

**17.65.050.B.1.f** *An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:*

- (1) *Transportation impacts as prescribed in Subsection "g" below;*
- (2) *Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within 250 feet of the development boundary;*
- (3) *Public facilities impacts (sanitary sewer, water and stormwater management) both within the development boundary and on city-wide systems;*
- (4) *Neighborhood livability impacts;*
- (5) *Natural, cultural and historical resource impacts within the development boundary and within 250 feet of the development boundary.*

**Findings:** The applicant submitted documentation on the impacts of the proposed development. Please refer to the analysis within this report.

**17.65.050.B.1.g** *A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.*

**Findings:** Please to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

**17.65.050.B.1.h** *In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by City requirements. The transportation impact study shall either:*

*(1) address the impacts of the development of the site consistent with all phases of the concept development plan; or*

*(2) address the impacts of specific phases if the City Engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.*

**Findings: Complies as Proposed.** The applicant identified the transportation impact of the development with traffic impact analysis prepared by Kittleson and Associates (Exhibit 2) discussing the transportation impacts of the proposed development. The transportation study was reviewed by John Replinger, transportation consultant for the City from Replinger and Associates (Exhibit 5).

**17.65.050.B.1.i** *If an applicant chooses to pursue option h(1), the applicant may choose among three options for implementing required transportation capacity and safety improvements:*

*(1) The concept development plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.*

*(2) The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed concept development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a concept development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.*

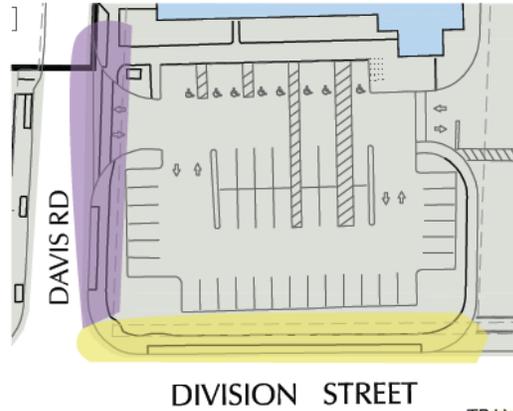
*(3) The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.*

**Findings: Complies with Condition.** The applicant proposed to install public improvements associated with each phase of development. The applicant submitted a transportation impact analysis prepared by Julia Kuhn, PE of Kittleson & Associates, Inc (Exhibit 2) discussing the transportation impacts of the proposed development. The report was reviewed by John Replinger, PE of Replinger and Associates, a City consultant (Exhibit 5). The applicant proposed to complete the following public improvements by the completion of Phase 3 of development.

### New Front Entry

The New Front Entry project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.1. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Local street improvement along Davis Road.

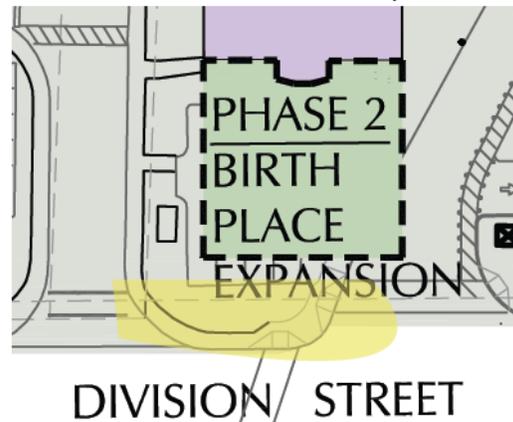
FIGURE 3.1.1 - New Front Entry Street Improvements



### Birthplace Expansion

The Birthplace Expansion project in Phase 2 would trigger applicable street improvements in the highlighted areas in Figure 3.1.2. Minor Arterial street improvements along Division Street to match the improvements in front of the ED expansion detailed in CU 03-03.

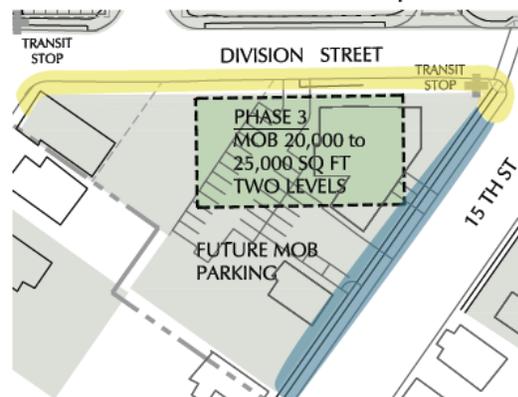
FIGURE 3.1.2 - Birthplace Expansion Street Improvements



### West MOB

The West MOB project in Phase 3 would trigger applicable street improvements in the highlighted areas in Figure 3.1.3. Minor Arterial street improvements along Division Street (to match the improvements in front of the ED expansion detailed in CU 03-03), and Collector street improvement along 15th St. The improvements along Division St. will require a full depth half street improvements.

FIGURE 3.1.3 - West MOB Street Improvements



The City generally concurs with the public improvements proposed. The following identifies a specific list of public improvements and associated maps of where each improvement will occur. The applicant's engineer shall analyze and design the Division Street and 15<sup>th</sup> Street pavement restoration.

- Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
  - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.

- Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
- Phase 3 (West MOB): A 4-foot ROW dedication from 15<sup>th</sup> Street to 16<sup>th</sup> Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15<sup>th</sup> Street and 16<sup>th</sup> Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
- Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
  - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
  - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
- 15<sup>th</sup> Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
  - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
  - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

In addition, the applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7<sup>th</sup> Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7<sup>th</sup> Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which

should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied.

ODOT suggested that the treatment of the central utility plant might have caused the traffic to be underestimated (Exhibit 7). John Replinger, PE of Replinger and Associates, a City consultant indicated that ODOT indicated that the “trip generation methodology was adequately explained and accurately executed” (Exhibit 5).

The additional development proposed in the master plan is forecast to produce 87 additional AM peak hour trips and 91 additional PM peak hour trips. This compares with current traffic of 339 AM peak hour trips and 356 PM peak hour trips.

The applicant is responsible for this project’s compliance with Engineering Policy 00-01. **The applicant can comply with this standard by meeting Conditions of Approval 5 and 6.**

**17.65.050.B.1.j** *The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the concept development plan, these standards will supersede corresponding development standards found in this code. Development standards shall address at least the following:*

- (1) *Pedestrian, bicycle and vehicle circulation and connectivity;*
- (2) *Internal vehicle and bicycle parking;*
- (3) *Building setbacks, landscaping and buffering;*
- (4) *Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and*
- (5) *Other standards that address identified development impacts.*

**Findings: Not Applicable.** The applicant has not proposed alternative objective development standards.

**17.65.050.B.2.a.** *A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.*

**Findings: Complies with Conditions.** The applicant submitted a site plan for the proposed development showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas. The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, pedestrian accessway standards, etc. Proportional upgrades to the site are required per OCMC Chapter 17.58.

*Vehicle Circulation Plan.* A site plan identifying the circulation of vehicles onsite was provided demonstrating the ability for automobiles to travel down the street and within parking lots throughout the site.

*Bicycle Circulation Plan.* A site plan identifying the circulation of bicycles onsite was provided demonstrating the ability for bicycles to travel down the street and within parking lots within automobiles. There are no bicycle pathways onsite.

*Pedestrian Circulation Plan.* The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. As demonstrated within this report, the proposed parking lot layout does not include a pedestrian accessway within the parking lot. Prior to issuance of permits

associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. **The applicant can meet this standard by complying with condition of approval 7.**

**17.65.050.B.2.b** *The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within 250 feet may be extended to and/or through the proposed development.*

**Findings: Complies as Proposed.** The applicant submitted a map displaying the approximate location of all pedestrian, bicycle and automobile facilities within 250 feet of the site.

**17.65.050.B.2.c** *The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.*

**Findings:** Please refer to the analysis within this report.

**17.65.050.B.2.d** *The approximate projected location, footprint and building square footage of each phase of proposed development.*

**Findings: Complies as Proposed.** The applicant submitted a map displaying the approximate location and footprint of the proposed structures. The final sizes and locations are subject to minor changes in the Detailed Development Plan review. Major changes to the size or location of the structures will require an adjustment to the Concept (General/Master) Development Plan.

**17.65.050.B.2.e** *The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.*

**Findings: Complies as Proposed.** The applicant submitted an aerial photo in Exhibit 2. The applicant did not propose a park, playground or other outdoor play area or open space for the subject site.

**17.65.050.C. Approval Criteria for a Concept Development Plan.**

**17.65.050.C.1** *The proposed Concept Development plan is consistent with the purposes of Section 17.65.*

**Findings: Complies as Proposed.** Chapter 17.65.010 of the Oregon City Municipal Code states:

*“It is the intent of this Chapter to foster the growth of major institutions and other large-scale development, while identifying and mitigating the impacts of such growth on surrounding properties and public infrastructure. The City recognizes the valuable services and employment opportunities that these developments bring to Oregon City residents. The master plan process is intended to facilitate an efficient and flexible review process for major developments and to provide them with the assurance they need over the long term so that they can plan for and execute their developments in a phased manner. To facilitate this, the master plan process is structured to allow an applicant to address the larger development issues, such as adequacy of infrastructure and transportation capacity, and reserve capacity of the infrastructure and transportation system before expenditure of final design costs.”*

The Master Plan is consistent with the purpose and intent statement in OCMC Chapter 17.65.010. The Master Plan identifies the growth expected on the Providence Willamette Falls Hospital campus over the next ten (10) years. Providence selected a 10-year timeframe for the master plan as the level of uncertainty of development plans after ten (10) years is too high. Providence submitted a Transportation Impact Analysis with phased public improvements which is analyzed within this report.

**17.65.050.C.2** *The transportation system has sufficient capacity based on the City's level of service standards and is capable of safely supporting the development proposed in addition to the existing and planned uses in the area, or will be made adequate by the time each phase of the development is completed.*

**Findings: Complies with Condition.** The applicant's transportation impact study identified two off-site intersections where the impacts from the proposed development when coupled with future background projections would result in an unacceptable level of service. A more than 50 second delay for the westbound left at the intersection of Molalla Avenue/7<sup>th</sup> Street would result in a level of service (LOS) F in 2017 and a more than 50 second delay for the northbound left at the intersection of Redland Road/Anchor Way would result in a level of service (LOS) F in 2018 both, in part, as a result of Phase 2 impacts. Phase 1 was not determined to have an impact on the proposed development, as it entails an expansion of the parking lot which will not itself increase traffic demands generated on-site.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2, on the intersections of Molalla Avenue/7<sup>th</sup> Street and Redland Road/Anchor Way, and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. **The applicant can comply with this standard by meeting Condition of Approval 5.**

**17.65.050.C.3** *Public services for water supply, police, fire, sanitary waste disposal, and storm-water disposal are capable of serving the proposed development, or will be made capable by the time each phase of the development is completed.*

**Findings: Complies with Condition.** An analysis of the proposed impacts is provided below.

Domestic Water. There are existing water mains in the streets bounding the site as well as several on-site. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review.

Police Protection. No significant police issues were identified during this Master Plan review.

Fire Protection. No significant fire protection issues were identified during this Master Plan review.

Sanitary Sewer. Adequate sanitary sewer mains exist around the site boundaries. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code.

Storm Water. Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15<sup>th</sup> Street during Phase 3, West MOB. Current street curb drainage flow on 15<sup>th</sup> Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the

applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynch-style catch basins for water quality is required for all new/revised parking lots. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. **The Applicant can comply with this standard by meeting Conditions of Approval 6, 8, 9, 10, 11, 12, 13 and 14.**

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

**Findings:** Please refer to the analysis in Chapter 17.49 for compliance with the Natural Resource Overlay District and Chapter 17.44 for compliance with the Geologic Hazards Overlay District. There are no inventoried other Goal 5 historic or cultural resources in or within 250 feet of the development.

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

**Findings:** Please refer to the findings in 17.65.050.B.1.i of this analysis.

**17.65.050.C.6** *The proposed Concept Development Plan is consistent with the Oregon City Comprehensive Plan and its ancillary documents.*

**Findings: Complies as Proposed.** As demonstrated below, the proposed Master Plan complies with the Oregon City Comprehensive Plan.

#### Section 1, Citizen Involvement

Section 1 of the Oregon City Compressive Plan established goals and policies to involve the public. The Master Plan review process included multiple meetings with neighborhood associations and other groups as well as a public comment period, mailed notices, public hearing and a notice in the newspaper.

#### Section 2, Land Use

Section 2 of the Oregon City Compressive Plan addresses the efficient use of available lands and the goal of creating a vibrant urban area that increases the opportunities for multi-modal transportation options.

#### Section 9, Economic Development

Section 9 of the Oregon City Compressive Plan establishes goals and policies that the City should strive to implement and meet but does not impose mandatory approval standards for a master plan application. The master plan will reinforce the role of the hospital in the community and contribute to the community's economic development.

#### Section 11, Public Facilities

Section 11 of the Oregon City Compressive Plan identifies the need for the City to provide public services. The Master Plan addresses the adequacy of the public facilities onsite.

#### Section 12, Transportation

Section 12 of the Oregon City Compressive Plan provides for a safe, convenient and economic transportation system that functions well and contributes to the city's well-being, enhances the quality of life and increases the opportunity for growth and development. The applicant proposed and is conditioned to mitigate all transportation impacts.

Section 13, Energy Conservation

Section 13 of the Oregon City Comprehensive Plan provides requires the conservation of energy in all forms through efficient land-use patterns, public transportation, building siting and construction standards, and city programs, facilities and activities. The proposed Master Plan encourages efficient use of the land while supporting transit, pedestrian and bicycle facilities.

**17.65.050.D** *Duration of Concept Development Plan.* A Concept Development plan shall involve a planning period of at least five years and up to twenty years. An approved Concept Development plan shall remain in effect until development allowed by the plan has been completed through the detailed development plan process, the plan is amended or superseded, or the plan expires under its stated expiration date.

**Findings: Complies as Proposed.** The General (Concept) Plan proposed envisions a 10-year view of the site.

**17.65.060** *Detailed Development Plan*

**Findings: Not Applicable.** The applicant submitted a Detailed Development Plan application for implementation of Phase 1 of the development. Approval of a Detailed Development Plan is required prior to construction.

**17.65.070** - *Adjustments to development standards.*

**17.65.070.A** *Purpose.* In order to implement the purpose of the City's master plan process, which is to foster the growth of major institutions and other large-scale development, while identifying and mitigating their impacts on surrounding properties and public infrastructure, an applicant may request one or more adjustments to the applicable development regulations as part of the master planning process. These include, but are not limited to, items such as: dimensional standards of the underlying zone, site plan and design review criteria, residential design standards, and standards for land division approval.

**Findings: Applicable.** The applicant submitted a request for an adjustment to the Oregon City Municipal Code with the Master Plan application. No other adjustments to the Oregon City Municipal Code have been requested.

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

**Findings: Complies as Proposed.** The proposed adjustment is being processed concurrent with the general development plan as a Type III application.

**17.65.070.C** *Regulations That May Not be Adjusted.* Adjustments are prohibited for the following items:

1. To allow a primary or accessory use that is not allowed by the regulations;
2. To any regulation that contains the word "prohibited";
3. As an exception to a threshold review, such as a Type III review process; and
4. Any exception to allow a use not identified as a permitted or conditional use in the underlying zone.

**Findings: Complies as Proposed.** The applicant has not proposed an adjustment for the use of the site or review process.

**Oregon City Municipal Code Adjustment #1: Interior Parking Lot Landscaping**

OCCMC Chapter 17.52.060.D requires that within a parking lot no more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Though the proposed parking lot expansion associated with Phase 1 of the Master Plan does not have more than 8 contiguous parking stalls without an interior landscape strip and will comply with OCCMC 17.52.060(D), a majority of the existing parking lots within the Providence Willamette Falls campus were constructed prior to adoption of this standard.

The Nonconforming Chapter of the Oregon City Municipal Code, 17.58, requires the applicant to install interior parking lot landscaping within existing parking lots which do not comply with the current standards.

Each Detailed Development Plan costing more than \$75,000 is required to spend 10% of the project cost on upgrades to existing nonconforming facilities such as interior parking lot landscaping. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan. Each parking lot upgrade will include documentation from the applicant demonstrating that there is no loss of parking due to installation of interior parking lot landscaping.

If this adjustment is approved, the nonconforming parking lots would be upgraded so that no more than 16 contiguous parking spaces would be provided without an interior landscape strip and future parking lots associated with Phases 2 and 3 of the Master Plan, no more than 16 contiguous parking spaces would be provided without an interior landscape strip. As shown in this analysis, in order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees.

***OCMC 17.52.060(D)(d) - EXISTING***

*d. No more than **eight** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.*

**ADJUSTED TO:**

***OCMC 17.52.060(D)(d) - PROPOSED***

*d. No more than **sixteen** contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of 10 feet in length.*

***17.65.71.D.1. Granting the adjustment will equally or better meet the purpose of the regulation to be modified;***  
**Finding: Complies with Condition.** Chapter 17.52.060 of the Oregon City Municipal Code identifies the purpose of parking lot landscaping is:

- To enhance and soften the appearance of parking lots;
- To limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas;
- To shade and cool parking areas;
- To reduce air and water pollution;
- To reduce storm water impacts and improve water quality; and
- To establish parking lots that are more inviting to pedestrians and bicyclists.

The applicant indicated that “the requirement for providing interior landscape strips in areas that will be affected by future detailed development plans will reduce the parking supply on the campus. Per the TIA in Appendix B, PWF currently has a parking surplus, but at the end of the proposed master plan there would be a parking deficit. Therefore it is important for PWF to maintain as many parking spaces as necessary. The intent of 17.52.060.D.(d) is ‘to enhance and soften the appearance of parking lots; to limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas; to shade and cool parking areas’

among others. In the parking lot areas identified as lots B, D, G, and F per Figure 14 on page 44 of Kittelson & Associates TIA (see Appendix B), Lot G is not visible from any public streets or residential areas thanks to the stand of forest along its eastern border. Lot F currently has 23 street and parking lot deciduous shade trees, as well as landscaped triangular wheel stops and planter strips. Lots B and D also have numerous parking lot trees and landscaped buffer zones”.

Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. **The applicant can satisfy this standard by complying with Condition of Approval 15.**

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

**Finding: Not Applicable.** The applicant has not proposed more than one adjustment.

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

**Finding: Not Applicable.** A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard. There are no historic resources onsite.

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

**Finding: Complies with Condition.** Staff believes that a reduction in the frequency of interior parking lot landscaping islands would potentially reduce the amount of shade within the parking lot, thus resulting in higher temperature storm water and may not as adequately soften the appearance of the parking lot. The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose to exempt parking lots which do not utilize the adjustment and there are not more than eight contiguous parking spaces without an interior landscape strip between them. Staff believes it is feasible for the applicant to comply with a minimum of 12% interior parking lot landscaping and complies with all other applicable standards. The applicant shall be required to calculate the total number of trees that would be planted based on the existing requirements of one tree per six parking spaces in the interior parking lot landscaping and plant the required number of trees on-site or, if approved by the Community Development Director, pay a fee-in-lieu for the difference in the number of parking lot trees. **The applicant can satisfy this standard by complying with Condition of Approval 15.**

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

**Finding: Not Applicable.** A portion of the Master Plan property is within the Natural Resource Overlay District and Geologic Hazards Overlay District. It is not anticipated that the proposed adjustment would negatively affect the overlays, as the applicant has not requested an adjustment to an overlay standard.

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

**Finding: Complies with Condition.** The applicant indicated Section 12 of the Oregon City Comprehensive Plan “provides for a safe, convenient and economic transportation system that functions well and contributes to the city’s well-being, enhances the quality of life and increases the opportunity for growth and development. The proposed adjustment does not adversely affect transportation or parking goals set out in the Oregon City Comprehensive Plan”.

The applicant has not proposed any mitigation for the proposed adjustment. OCMC 17.52.060.D requires surface parking lots have a minimum ten percent of the interior of the gross area of the parking lot be devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. The proposed mitigation would increase the landscaping onsite and would comply with the following goals and policies of the Comprehensive Plan:

Goal 6.1 Air Quality - Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.4 - Encourage the maintenance and improvement of the city’s tree canopy to improve air quality.

**The applicant can satisfy this standard by complying with Condition of Approval 15.**

#### **CHAPTER 17.49 NATURAL RESOURCE OVERLAY DISTRICT**

**Findings: Complies as Proposed.** A portion of the site is mapped within the City of Oregon City Natural Resource Overlay District. All development in the Natural Resource Overlay District is subject to review by the City of Oregon City to ensure adequate protection of a nearby water feature. Oregon City Municipal Code protects the nearby feature by enforcing a vegetated corridor consisting of native plantings along the bank of the stream to improve the water quality and function. The applicant requested the portion of the property outside the NROD boundary is exempt from further NROD review. As the land outside of the NROD area is not subject to compliance with Chapter 17.49 of the Oregon City Municipal Code, staff recommends the Planning Commission except all land outside of the NROD boundary. Though a portion of the property associated with Detailed Development Plan for Phase 1 of the Master Plan is within the NROD, the proposed disturbance area associated with the proposed development is outside the NROD boundary. All future development shall be subject to additional review to demonstrate compliance with the Natural Resource Overlay District.

#### **CHAPTER 17.44 – GEOLOGIC HAZARDS:**

**Finding: Complies as Proposed.** Per OCMC 17.44.050.C, “the City Engineer may waive one or more requirements... if the City Engineer determines that site conditions, size or type of development or grading requirements do not warrant such detailed information”. The applicant proposed to construct Phase 1 which includes a parking lot adjacent to Penn Lane and Division Street. Due to the minimal impact on the nearby slopes the City Engineer has waived all requirements of OCMC Chapter 17.44 for the proposed development. The waiver may be challenged on appeal and may be denied by a subsequent review authority. If the development proposal changes from what is represented in this land use application, these findings shall be reviewed and revised by the City Engineer as needed.

All future development shall be subject to additional review to demonstrate compliance with the Geologic Hazards Overlay District.

#### **CHAPTER 17.41 TREE PROTECTION STANDARDS**

##### **17.41.020** *Tree Protection – Applicability.*

**Finding: Complies.** The proposed development within the “MUE” Mixed Use Employment District and is subject to this standard.

##### **17.41.040** – *Tree Protection – Exemptions.*

*These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. Additionally, these standards are not intended to regulate farm and forest practices as those practices,*

**Finding: Not Applicable.** The applicant has not proposed to alter any trees within the Natural Resource Overlay District boundary.

##### **17.41.050** *Tree Protection – Compliance Options.*

**Finding: Complies as Proposed.** The applicant proposed to remove one 30-inch caliper cedar tree with the Detailed Development Plan.

##### **17.41.060** - *Tree Removal and Replanting - Mitigation (Option 1).*

*Regulated trees that are removed outside of the construction area, if removed shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.*

*A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in [Chapter 17.04](#) to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arboriculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section [12.08](#)—Community Forest and Street Trees.*

*B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:*

*1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or*

*2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section [17.04.1360](#), may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.*

*Table 17.41.060-1  
Tree Replacement Requirements  
All replacement trees shall be either:  
Two-inch caliper deciduous, or  
Six-foot high conifer*

<i>Size of tree removed (DBH)</i>	<i>Column 1 Number of trees to be planted. (If removed <b>Outside</b> of construction area)</i>	<i>Column 2 Number of trees to be planted. (If removed <b>Within</b> the construction area)</i>
6 to 12"	3	1
13 to 18"	6	2
19 to 24"	9	3
25 to 30"	12	4
31 and over"	15	5

Steps for calculating the number of replacement trees:

1. Count all trees measuring six inches DBH (minimum four and one-half feet from the ground) or larger on the entire development site.
2. Designate (in certified arborists report) the condition and size (DBH) of all trees pursuant to accepted industry standards.
3. Document any trees that are currently diseased or hazardous.
4. Subtract the number of diseased or hazardous trees in step 3. from the total number of trees on the development site in step 1. The remaining number is the number of healthy trees on the site. Use this number to determine the number of replacement trees in steps 5. through 8.
5. Define the construction area (as defined in [Chapter 17.04](#)).
6. Determine the number and diameter of trees to be removed within the construction area. Based on the size of each tree, use Column 2 to determine the number of replacement trees required.
7. Determine the number and diameter of trees to be removed outside of the construction area. Based on the size of each tree, use Column 1 to determine the number of replacement trees required.
8. Determine the total number of replacement trees from steps 6. and 7.

**Finding: Complies as Proposed.** The applicant proposed to remove one tree within the construction area associated with Detailed Development Plan. The tree is 30-inches in diameter and no information was provided indicating that it is diseased or hazardous and thus the applicant is required to plant 4 replacement trees.

**17.41.070 – Planting Area Priority for Mitigation (Option 1).**

Development applications which opt for removal or trees with subsequent replanting pursuant to section 17.41.050(A) and shall be required to mitigate for tree cutting by complying with the following priority for replanting standards 1-4.

**Finding: Complies with Condition.** The applicant has not proposed to plant 4 replacement trees and did not submit a plan identifying the location of the mitigation trees. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. **The applicant can meet this standard by complying with condition of approval 16.**

**17.41.075. Alternative Mitigation Plan.**

**Finding: Not Applicable.** The applicant has not proposed an alternative mitigation plan.

**17.41.080. Tree Preservation within Subdivisions and Partitions – Dedicated Tract (Option 2).**

**Finding: Not Applicable.** The applicant has not proposed to utilize option 2.

**17.41.090. Density transfers incentive for Tree Protection Tracts (Option 2).**

**Finding: Not Applicable.** The applicant has not proposed to utilize option 2.

**17.41.100. Permitted Modifications to Dimensional Standards (Option 2 Only).**

**Finding: Not Applicable.** The applicant has not proposed to utilize option 2.

17.41.110. *Tree Protection by Restrictive Covenant (Option 3).*

**Finding: Not Applicable.** The applicant has not proposed to utilize option 3.

17.41.120. *Permitted Adjustments (Option 3 Only).*

**Finding: Not Applicable.** The applicant has not proposed to utilize option 3.

17.41.130. *Regulated Tree Protection Procedures During Construction.*

**Finding: Complies with Condition.** The applicant did not respond to this section. There are existing trees which will remain in the construction area during construction. The applicant failed to adequately respond to this criterion. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 17.**

## **CHAPTER 17.52 OFF –STREET PARKING AND LOADING**

17.52.020.A – *Number of Spaces Required*

*The construction of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section.*

	Square Feet	Parking Required Per 1,000 sq. ft. gross leasable	
		Minimum	Maximum
Hospital	455,181	2 (819 Stalls with Reduction)	4 (1,820 stalls)

**Finding: Complies with Condition.** The applicant submitted a site plan with parking counts and demands for the 335,076 square feet of existing square footage in addition to the 104,000 in new square footage and 16,105 of existing shelled space to be completed. The applicant indicated that there are 749 existing parking stalls onsite. The existing count includes 66 stalls in the parking lot which will be replaced with the implementation of the Detailed Development Plan associated with Phase 1 of the Master Plan. The completion of the parking lot alteration associated with Phase 1 of the Master Plan will result in a loss of 7 parking stalls for a total of 742 stalls.

The applicant submitted a Transportation Impact Study prepared by Kittleson and Associates (Exhibit 2) which calculated a need for 138 new parking stalls with the proposed development to be installed over the 3 Phases of the Master Plan implementation. However, the TIS did not utilize the appropriate calculations for minimum and maximum parking stalls as defined in the Oregon City Municipal Code. Furthermore, the applicant is required to incrementally upgrade the existing parking lots which were developed prior to the requirement for interior parking lot landscaping with each Detailed Development Plan costing more than \$75,000 per OCMC Chapter 17.58. The parking calculations did not account for any reduction in existing parking associated with installation of interior parking lot landscaping. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. **The applicant can assure this standard is met through Condition of Approval 18.**

17.52.020.A.1 *Multiple Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*

**Finding: Not Applicable.** The applicant has not indicated multiple uses of the site.

**17.52.020.A.2.**

*Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.*

**Finding: Not Applicable.** The use of the site was identified in Table 17.52.020.

**17.52.020.A.3.**

*Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.*

**Finding: Complies as Proposed.** The applicant used the rounding techniques identified in this Chapter.

**17.52.020.A.4.**

*The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.*

**Finding: Complies with Condition.** The applicant did not respond to this section. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. **The applicant can assure this standard is met through Condition of Approval 19.**

**17.52.020.A.5.**

*A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building or new construction in the district are required to meet the minimum parking requirements in Table 17.52.020.*

**Finding: Not Applicable.** The proposed development does not include a change in use within the Mixed Use Downtown District.

**17.52.020.B. Reduction of the Number of Automobile Spaces Required.**

*Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced if one or more of the following is met:*

*1. Transit Oriented Development. The community development director may reduce the required number of parking stalls up to ten percent when it is determined that a commercial business center or multi-family project is adjacent to or within one thousand feet of an existing or planned public transit. Also, if a commercial center is within one thousand feet of a multi-family project, with over eighty units and pedestrian access, the parking requirements may be reduced by ten percent.*

**Finding: Not Applicable.** The applicant did not request a reduction in the parking stalls due to transit oriented development.

*2. Transportation Demand Management.*

**Finding: Not Applicable.** The applicant did not request a reduction in the parking stalls due to transportation demand management. The applicant submitted a transportation analysis prepared by Kittleson and Associates which discussed the need for parking and parking calculations based on a minimum of 1.95 stalls per 1,000 gross square feet, a calculation which is not identified in the Oregon City Municipal Code. The analysis did not discuss a reduced parking demand due to alternative modes of transportation or a strategy to reduce parking onsite.

*3. Shared Parking.*

**Finding: Not Applicable.** The applicant did not request a reduction in the parking stalls due to shared parking.

*4. Reduction in Parking for Tree Preservation.*

**Finding: Not Applicable.** The applicant did not request a reduction in the parking stalls for tree preservation.

*5. On-Street Parking.*

**Finding: Not Applicable.** The applicant did not request a reduction in the parking stalls for on-street parking.

**17.52.030 - Design review.**

**17.52.030.A. Access.** *Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.*

**Finding: Complies with Condition.** The proposed parking lot alteration and expansion would be accessed from a single ingress/egress on Davis Road. The application was reviewed by John Replinger of Replinger and Associates who did not identify a conflict with backing movements onto the public right-of-way (Exhibit 5).

The applicant did not propose any protected accessway for pedestrian to walk through the parking lot to safely walk from a vehicle into the hospital buildings or from the proposed East MOB building and the main hospital facility. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

**17.52.030.B. Surfacing.** *Required off street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's storm water and low impact development design standards are encouraged.*

**Finding: Complies as Proposed.** The applicant provided a site plan with an asphalt parking lot.

**17.52.030.C. Drainage.** *Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works storm water and grading design standards.*

**Finding: Complies with Conditions.** The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15<sup>th</sup> Street during Phase 3, West MOB. Current street curb drainage flow on 15<sup>th</sup> Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. **The applicant can assure this standard is met through Conditions of Approval 8-14.**

**17.52.030.D. Dimensional Requirements.**

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

*2. Alternative parking/landscaping plan. The city understands the physical constraints imposed upon small parking lots and encourages alternative designs for parking lots of less than ten parking stalls. The community development director may approve an alternative parking lot/landscaping plan with variations to the parking angle or space dimensions and landscaping standards for off street parking. The alternative shall be consistent*

with the intent of this Chapter and shall create a safe space for automobiles and pedestrians while retaining landscaping to the quantity and quality found within parking lot landscaping requirements.

**PARKING STANDARD**  
**PARKING ANGLE SPACE DIMENSIONS**

Parking Angle		Stall Width	Stall to Curb	Aisle Width	Curb Length	Overhang
0 degrees		8.5	9.0	12	20	0
60 degrees	Standard	9'	21'	18'	10.4'	1.7
	Compact	8'	17.9'	16'	9.2'	
90 degrees	Standard	9'	19.0'	24'	9'	1.5
	Compact	8'	16.0'	22'	8'	

**Finding: Complies as Proposed.** The development proposal included a site plan with 0, 60 and 90 degree parking. Each of the standard stalls complies with the dimensions required with the exception of curb to stall length which is slightly longer than the required standard.

**17.52.030.E Carpool and vanpool parking.**

*New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."*

**Finding: Complies with Condition.** The applicant did not respond to this criterion. The proposed parking lot does not increase the parking for the hospital by 50 stalls, however, it is unknown if the remainder of the campus complies with this standard. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. **The applicant can assure this standard is met through Condition of Approval 20.**

**17.52.040 Bicycle parking**

**17.52.040.A Purpose-Applicability.** *To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.*

**Finding: Complies.** The proposed development is subject to the bicycle parking standards in OCMC 17.52.040.

**17.52.040.B. Number of Bicycle Spaces Required.** *For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the community development director is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements.*

<b>MINIMUM BICYCLE PARKING</b>	
Hospital	1 per 20 auto spaces

**Finding: Complies with Condition.** The applicant submitted a transportation impact study which indicated that there are only 2 bicycles parked in the parking stalls at any given time. The number of existing and proposed bicycle parking stalls is unclear in the development proposal. Prior to issuance of permits associated with any

Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

**17.52.040.C.**

**Finding: Complies with Condition.** The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

*D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue convenience.*

**Finding: Complies with Condition.** The applicant did not submit documentation regarding the location of existing and proposed bicycle parking onsite. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. **The applicant can assure this standard is met through Condition of Approval 21.**

**17.52.060 Parking lot landscaping.**

**17.52.060.A.1** *The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*

**Finding: Complies as Proposed.** A site plan prepared by Vala Christensen Landscape Architect, Inc was submitted displaying landscaping throughout the proposed parking lot. The landscaping was located in defined landscaped areas that are uniformly distributed throughout the parking area.

**17.52.060.A.2.** *All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*

**Finding: Complies with Condition.** The applicant submitted a revised landscaping plan dated January 31, 2012. The revised plan includes a striped area in the northeast corner of the site which is not utilized for maneuvering, parking or circulation. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. **The applicant can assure this standard is met through Condition of Approval 22.**

**17.52.060.A.3.** *Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.*

**Finding: Complies as Proposed.** The applicant submitted a landscaping plan with 4 deciduous tree species and 1 coniferous tree species throughout the parking lot. Any alterations to the landscaping plan shall demonstrate compliance with this standard.

*17.52.060.A.4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;*

**Finding: Complies with Condition.** The landscaping plan included a variety of tree sizes including 1-inch caliper, 2-inch caliper and 8-foot in height and did not identify if the landscape would be planted according to American Nurseryman Standards. Not all of the trees identified on the landscaping plan were identified on the Oregon City Street Tree List. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. **The applicant can meet this standard through Condition of Approval 23.**

*17.52.060.A.5. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;*

**Finding: Complies with Condition.** The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. **The applicant can assure this standard is met through Condition of Approval 24.**

*17.52.060.A.6. All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.*

**Finding: Complies as Proposed.** The applicant submitted a landscaping plan which did not include any plants on the Oregon City Nuisance Plant list.

*17.52.060.A.7. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.*

**Finding: Complies as Proposed.** The applicant submitted a transportation impacts study prepared by Julia Kuhn, PE of Kittleson and Associates which indicated pruning existing vegetation. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2). **The applicant can assure this standard is met through Condition of Approval 25.**

*17.52.060.A.8. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*

**Finding: Complies with Condition.** The applicant did not respond to this criterion. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. **The applicant can assure this standard is met through Condition of Approval 26.**

*17.52.060.B Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single*

*driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.*

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

- a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;*
- b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
- c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.*

**Finding: Complies with Condition.** The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the public right-of-way and between the parking lot and the adjoining property. However, the landscaping within the landscape strip does not comply with this standard as the trees are not spaced a maximum of 35 feet, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees, and the spacing of the evergreen hedge or shrubs does not comply with this standard. As the applicant has identified sufficient space for the perimeter parking lot landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. **The applicant can assure this standard is met through Condition of Approval 27.**

*17.52.060.C Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:*

*1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:*

- a. Trees spaced a maximum of thirty-five feet apart;*
  - b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
  - c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or*
- 2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.*

**Finding: Complies with Condition.** The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included a landscaped area in excess of 5 feet wide between the parking lot and the existing building on the eastern portion of the site. However, there is no note that limits bark except under the canopy of shrubs and within 2 feet of the base of trees. As the applicant has identified sufficient space for the parking area/building buffer landscaping, it is feasible that the landscaping comply with the landscaping requirement identified. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. **The applicant can assure this standard is met through Condition of Approval 28.**

*17.52.060.D Interior Parking Lot Landscaping. Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by*

*the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:*

*a. A minimum of one tree per six parking spaces.*

*b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.*

*c. Shrubs spaced no more than four feet apart on average.*

*d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.*

*e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or*

*Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.*

**Finding: Complies with Conditions.** The applicant submitted a landscaping plan for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan which included 56 parking stalls with 10 interior parking lot landscaping trees. The landscaping plan includes no more than eight contiguous stalls without a landscape island and a mix of vegetation.

The spacing of shrubs within the interior parking lot landscaping does not comply with this standard and the applicant did not identify the percentage of the interior parking lot landscaping for the proposed parking lot. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. **The applicant can assure this standard is met through Condition of Approval 29.**

**17.52.070 Alternative landscaping plan.**

**Finding: Not Applicable.** The applicant has not proposed an alternative landscaping plan.

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

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

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

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

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

**Finding: Complies as Proposed.** The applicant indicated compliance with this standard.

## **CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW**

17.62.050 Standards.

**17.62.050.A.1. Landscaping,** *A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.*

**Finding: Complies with Condition.** A site plan displaying all landscaping onsite demonstrates that 277,623 square feet of the 769,757 square foot site (36%) is landscaped. However, the site plan shows the location of the proposed parking lot as landscaped. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. **The applicant can meet this standard by complying with Condition of Approval 4.**

**17.62.050.A.1.a.** *Except as allowed elsewhere in the zoning and land division Chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).*

**Finding: Complies as Proposed.** The applicant did not request a reduction in landscaping.

**17.62.050.A.1.b.** *Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.*

**Finding:** Please refer to the analysis in OCMC 17.49 of this report.

**17.62.050.A.1.c.** *The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.*

**Finding: Complies with Condition.** The applicant submitted a revised landscaping plan, dated January 31, 2012 prepared by Dean A Christensen, a registered landscape architect with Vala Christensen, Landscape Architect. The plan did not identify that within three years will cover one hundred percent of the Landscape area or limit mulch, bark chips, or similar materials at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. **The applicant can satisfy this standard with Condition of Approval 30.**

**17.62.050.A.1.d.** *For properties within the Downtown Design District, or for major remodeling in all zones subject to this Chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.*

**Finding: Not Applicable.** The site is not within the Downtown Design District.

**17.62.050.A.1.e.** *Landscaping shall be visible from public thoroughfares to the extent practicable.*

**Finding: Complies as Proposed.** The Detailed Development Plan includes installation of a parking lot adjacent to an existing parking lot which will be upgraded. The landscaping is distributed throughout the site and is visible from the right-of-way.

**17.62.050.A.1.f.** *Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.*

**Finding: Not Applicable.** OCMC Chapter 17.31.060.G does not prohibit the interior parking lot landscaping from being counted towards the 15% minimum.

**17.62.050.A.2.** *Vehicular Access and Connectivity.*

**17.62.050.A.2.a.** *Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*

**Finding: Complies as Proposed.** The proposed parking lot is not located in front of a building location.

**17.62.050.A.2.b.** *Ingress and egress locations on public thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.*

**Finding: Complies as Proposed.** The applicant proposed a single ingress/egress for the parking lot from Davis Road.

*17.62.050.A.2.c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.*

**Finding: Not Applicable.** The subject site is within the “MUE” Mixed Use Employment District.

*17.62.050.A.2.d. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection.*

**Finding: Complies as Proposed.** The subject site is a corner lot, with access from Davis Street, with no access from Division Street.

*17.62.050.A.2.e. Sites abutting an alley shall be required to gain vehicular access from the alley.*

**Finding: Not Applicable.** The subject site does not abut an alley.

*17.62.050.A.2.f. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. Shared driveways shall be required as needed to accomplish the requirements of this section. The driveway shall be located to one side of the lot and away from the center of the site. The location and design of pedestrian access from the public sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.*

**Finding: Complies as Proposed.** The parking lot alteration includes three frontages and a single driveway located on Davis Street.

*17.62.050.A.2.g. Development of large sites (more than two acres) shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable.*

**Finding: Complies with Condition.** The Master Plan utilizes access across adjacent parcels, but it is unknown if an easement existing to provides such access. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. **The applicant can satisfy this standard with Condition of Approval 31.**

*17.62.050.A.2.h. Parking garage entries (both individual, private and shared parking garages) shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.*

**Finding: Not Applicable.** The applicant has not proposed to construct a parking garage with the proposed development.

*17.62.050.A.2.i. Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.*

**Finding: Not Applicable.** The applicant has not proposed to construct a structured parking lot.

*17.62.050.A.3. Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.*

**Finding: Complies as Proposed.** The applicant has not proposed to construct any buildings with the proposed development. The development application includes an upgrade an expansion of a nonconforming parking lot which will comply with the parking lot standards within the Oregon City Municipal Code.

*17.62.050.A.4. This standard requires that grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.*

**Finding: Complies with Conditions.** The applicant noted that a minimum amount of grading is required for this project. The grading shall be reviewed by the Development Services Department upon submission of a grading permit onsite. All grading activities shall comply with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards. In addition, the applicant shall comply with Engineering Policy 00-01. **The applicant can meet this standard through Conditions of Approval 6 and 11.**

*17.62.050.A.5. This section requires that development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.*

**Finding:** Please refer to the analysis in Chapter 17.44 of this report.

*17.62.050.A.6. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.*

**Finding: Complies with Conditions.** Stormwater mains exist bordering the site. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the Applicant's new facilities increase the stormwater flow. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15<sup>th</sup> Street during Phase 3, West MOB. Current street curb drainage flow on 15<sup>th</sup> Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. The use of Lynch-style catch basins for water quality is required for all new/revised parking lots. Stormwater detention is required. Water quality treatment will be achieved by means of any number of water quality features such as green roofs, vegetated swale, flow-thru planter box, or other LID system that will be designed per City of Oregon City Design Standards. **The applicant can meet this standard through Conditions of Approval 8, 9, 10, 11 and 12.**

*17.62.050.A.7. This standard requires the development shall comply with City's parking standards as provided in Chapter 17.52.*

**Finding:** Please see the analysis in Chapter 17.52 of this report.

*17.62.050.A.8. This section requires that sidewalks and curbs shall be provided in accordance with the city's standards.*

**Finding:** Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i within this report.

*17.62.050.A.9.a. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:*

*Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.*

**Finding: Complies with Condition.** The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe

access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. Per OCMC Chapter 17.58, the applicant is required to review and upgrade the existing pedestrian circulation onsite with Phase 2 and 3 of the Master Plan. **The applicant can meet this standard by complying with condition of approval 7.**

**17.62.050.A.9.b.** *The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.*

**Finding: Complies with Condition.** The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

**17.62.050.A.9.c.** *Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.*

**Finding: Not Applicable.** The site does not contain a dwelling unit.

**17.62.050.A.9.d.** *The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*

**Finding: Complies with Condition.** The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

**17.62.050.A.9.e.** *The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.*

**Finding: Complies with Condition.** The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

**17.62.050.A.9.f.** *On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops*

are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.

**Finding: Complies with Condition.** The applicant did not propose any changes to the pedestrian circulation plan within the Master Plan or Detailed Development Plan. The proposed parking lot is located between the proposed East MOB building and the main hospital facility but does not provide a pedestrian accessway to travel between the two locations in a direct and convenient manner. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall install a pedestrian accessway to provide safe access to pedestrians walking from the East MOB through the proposed parking lot to the main hospital facility. The pedestrian accessway shall comply with all the standards of the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 7.**

**17.62.050.A.10.** *This standard requires adequate means to ensure continued maintenance and necessary normal replacement of common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agencies.*

**Finding: Complies with Condition.** The applicant did not respond to this criterion. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. **The applicant can meet this standard by complying with condition of approval 32.**

**17.62.050.A.11.** *This standard requires that site planning shall conform to the requirements of Oregon City Municipal Code Chapter 17.41—Tree Protection.*

**Finding:** Please refer to the analysis in Chapter 17.41 of this report.

**17.62.050.A.12.** *This standard requires compliance with the Natural Resource Overlay District when applicable.*

**Finding:** Please refer to the analysis in Chapter 17.49 of this report.

**17.62.050.A.13.** *This standard requires that all development shall maintain compliance with applicable Federal, State, and City standards pertaining to air, water, odor, heat, glare, noise and vibration, outdoor storage, and toxic material.*

**Finding: Complies as Proposed.** The applicant indicted compliance with this standard.

**17.62.050.A.14.** *Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing off-site systems if necessary to provide adequate public facilities. The city may require over sizing of facilities where necessary to meet standards in the city's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.*

**Finding:** Please refer to the analysis in OCMC Chapter 17.65.050.C.3 of this report.

**17.62.050.A.15.** *This standard requires that all traffic related impacts should be mitigated. The traffic mitigation elements may include adequate right-of-way improvements, pedestrian ways, and bike routes. The proposal shall demonstrate consistency with the Oregon City Transportation System Plan (TSP).*

**Finding:** Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

*17.62.050.A.16. If Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, bus landing pad or transit stop connection be constructed at the time of development, the review authority shall require such improvement, using designs supportive of transit use.*

**Finding: Complies as Proposed.** Transit operates on the abutting portion of Division Street, with a bus stop adjacent to the site. The applicant submitted comments from Tri-Met confirming the location of the transit stop as appropriate. No concerns regarding the application were expressed.

*17.62.050.A.17. This standard requires that all utilities shall be placed underground.*

**Finding: Complies as Proposed.** The applicant indicated that all utilities would be placed underground.

*17.62.050.A.18. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.*

**Finding: Complies as Proposed.** The Building Division will review the proposal for compliance with applicable building codes upon submission of a building permit application.

*17.62.050.A.19. This standard requires minimum densities for residential developments.*

**Finding: Not Applicable.** This project is not a residential development.

*17.62.050.A.20. Screening of Mechanical Equipment:*

**Finding: Not Applicable.** The applicant did not propose to install mechanical equipment with the proposed development.

*17.62.050.A.21. Building Materials.*

**Finding: Not Applicable.** The development proposal does not include construction of a building.

*17.62.050.A.22. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria.*

**Finding Complies.** As demonstrated within this report, the proposal will comply with the standards of the Oregon City Municipal Code with conditions.

*17.62.055 - Institutional and commercial building standards.*

**17.62.055.B. Applicability.** *In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.*

**Finding: Applicable.** The subject site is developed as a hospital within the Mixed Use Employment District.

*17.62.055.C. Relationship between zoning district design standards and requirements of this section.*

**17.62.055.C.1. Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.**

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.C.2 A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.**

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.C.3.** *In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.C.4** *With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.*

**Finding: Not Applicable.** A conflict between the design standards and a standard in the underlying district does not exist.

**17.62.055.C.5** *On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.*

**Finding: Complies with Condition.** The applicant did not respond to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. **The applicant can meet this standard by complying with Condition of Approval 33.**

**17.62.055.D.1** *Relationship of Buildings to Streets and Parking.*

**Finding: Not Applicable.** The Master Plan included approximate locations of future structures and additions which appear to demonstrate greater compliance with this standard. Future phases of the Master Plan shall be reviewed for compliance with this standard. The applicant did not propose to construct a new building with the Detailed Development Plan.

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

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.D.3** *Entryways.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.D.4** *Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements.*

**Finding: Not Applicable.** The proposed development is not within a large retail establishment.

**17.62.055.D.5** *Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.*

**Finding: Not Applicable.** The applicant has not proposed to construct a trellis, canopy or awning into the public right-of-way.

**17.62.055.E** *Corner Lots.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the Detailed Development Plan for Phase 1 of the Master Plan. All future construction shall demonstrate compliance with this standard.

**17.62.055.F** *Commercial First Floor Frontage.*

*In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.G.** *Variation in Massing.*

*A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.H** *Minimum Wall Articulation.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.I.** *Facade Transparency.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.J** *Roof Treatments.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.055.K** *Drive-through facilities shall:*

- 1. Be located at the side or rear of the building.*
- 2. Be designed to maximize queue storage on site.*

**Finding Not Applicable.** The proposed development does not include the installation of a drive through facility.

**17.62.065** *Outdoor Lighting*

**17.62.065 .B** *Applicability.*

**Finding: Complies.** The applicant proposed to install exterior lighting with this proposed development. The development is subject to the standards in OCMC 17.62.065.

**17.62.065 .C** *General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.*

**Finding:** Refer to the analysis in 17.62.065.D within this report.

**17.62.065 .D** *Design and Illumination Standards.*

*General Outdoor Lighting Standard and Glare Prohibition.*

**17.62.065 .D.1** Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

**Finding: Complies as Proposed.** The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

**17.62.065 .D.2** Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.

**Finding: Complies as Proposed.** The applicant indicated compliance with this criterion.

**17.62.065 .D.3** The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.

**Finding: Not Applicable.** The applicant did not propose multi-family residential development.

**17.62.065 .D.4** Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	Max
Pedestrian Walkways	7:1 max/min ratio
Pedestrian Walkways in Parking Lots	10:1 max/min ratio
Pedestrian Accessways	7:1 max/min ratio
Building Entrances	
Bicycle Parking Areas	
Abutting property	.05

**Finding: Complies with Condition.** The applicant submitted a photometric plan which appeared to comply with the lighting levels identified in OCMC 17.62.065. However, the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. **The applicant can meet this standard through Condition of Approval 34.**

**17.62.065 .D .5** Parking lots and other background spaces shall be illuminated as unobtrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.

**Finding:** Please refer to the analysis in 17.62.065.D.4.

*17.62.065 .D .6 Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.*

**Finding:** Please refer to the analysis in 17.62.065.D.4.

*17.62.065 .D.7 Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.*

**Finding: Complies with Condition.** The development proposal did not include installation of a pedestrian accessway. However, as demonstrated within this report the applicant is required to install a pedestrian walkway within the proposed parking lot. Prior to issuance of a building permit associated with the development the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. **The applicant can meet this standard through Condition of Approval 34.**

*17.62.065 .D.8 Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.*

**Finding: Not Applicable.** No floodlights are proposed.

*17.62.065 .D.9 Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*

**Finding: Not Applicable.** No canopy lighting is proposed.

*17.62.065 .D.10 The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.*

**Finding: Complies as Proposed.** The applicant indicated that the proposed fixtures match the existing fixtures onsite.

*17.62.065 .D.11 In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.*

**Finding: Complies as Proposed.** The applicant submitted a photometric plan for the proposed lighting alterations within the parking lot (Exhibit 2). The plan did not identify glare on adjacent properties more than 0.5 footcandles.

*17.62.065 .D .12 All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.*

**Finding: Complies as Proposed.** The applicant indicated that all outdoor lighting in this application is for the purposes of security and ease of use for the parking lot.

*17.62.065 .D.13 Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object.*

**Finding: Not Applicable.** No flags, statues, or any other objects mounted on a pole, pedestal, or platform are proposed.

*17.62.065 .D.14 For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.*

**Finding: Not Applicable.** No upward directed lighting is proposed.

*17.62.065 .D.15 No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.*

**Finding: Complies as Proposed.** The applicant indicated that no flickering or flashing lights are proposed.

**17.62.065 .D.16 Wireless Sites.**

**Finding: Not Applicable.** This section relates to wireless sites, and does not apply.

**17.62.065 .D .17 Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:**

*i. Maximum permitted light post height: eighty feet.*

*ii . Maximum permitted illumination at the property line: 0.5 foot-candles*

**Finding: Not Applicable.** This section applies to outdoor recreation sites, and does not apply.

**17.62.080 Special Development along Transit Streets**

**17.62.080.B. Applicability.** *Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street.*

**Finding: Complies.** The abutting portion of Division Street which supports bus routes.

**17.62.080.C**

*1. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.*

*a. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.*

*b. For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.*

*2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be three foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.*

*3. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.*

**Finding: Not Applicable.** The applicant has not proposed to construct a building with the proposed development. All future construction shall demonstrate compliance with this standard.

**17.62.080.D Exemptions.** *The following permitted uses are exempted from meeting the requirements of subsection C. of this section:*

*1. Heavy equipment sales;*

*2. Motor vehicle service stations, including convenience stores associated therewith;*

*3. Solid waste transfer stations; and*

*4. Truck stops, including convenience stores, eating or drinking establishments, overnight accommodations or other similar services associated therewith. A use found by the community development director to be similar to the exempt uses above.*

**Finding: Not Applicable.** The applicant has not proposed an exempted use.

**17.62.085 Refuse and Recycling Standards for commercial, industrial and multi-family developments**

*The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure.*

**Finding: Not Applicable.** The subject site utilized as a hospital, an institutional site which is no subject to this standard.

## **Chapter 12.04 STREETS, SIDEWALKS AND PUBLIC PLACES**

### *12.04.005 Jurisdiction and management of the public rights-of-way*

**Finding: Complies with Condition.** The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

### *12.04.010 Construction specifications – improved streets*

*All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.*

**Finding: Complies as Proposed.** The applicant indicated compliance the Oregon City street design standards.

### *12.04.020 Construction specification – unimproved streets*

**Finding: Not Applicable.** The site does not abut an unimproved street.

### *12.04.025 Street design – Curb cuts*

**Finding: Complies as Proposed.** The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis Road. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

### *12.04.030 – Maintenance and repair*

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

**Finding: Complies.** The applicant is subject to compliance with OCMC Chapter 12.04.

### *12.04.031 Liability for sidewalk injuries*

A. *The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.*

B. *If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section.*

**Finding: Complies.** The applicant is subject to compliance with OCMC Chapter 12.04.

### *12.04.032 Required sidewalk repair*

A. *When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.*

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

C. *The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a*

copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.

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

**Finding: Complies as Proposed.** The adjacent right-of-way is under the jurisdiction of Oregon City. The City has approved all changes to the right-of-way identified within this report.

**12.04.033** city may do work

If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.

**Finding: Not Applicable.** The City has not proposed to do sidewalk repairs with this development.

**12.04.034** Assessment of costs

Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.

**Finding: Not Applicable.** The City has not proposed to do sidewalk repairs with this development.

**12.04.040** Streets - Enforcement

Any person whose duty it is to maintain and repair any sidewalk, as provided by this Chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

**Finding: Not Applicable.** The subject site is not under enforcement action at this time.

**12.04.045** Street design – Constrained local streets and/or rights-of-way

**Finding: Not Applicable.** No constrained streets are proposed or required.

**12.04.050** Retaining walls - Required

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

**Finding: Not Applicable.** The applicant did not propose to install a retaining wall in the public right-of-way. Future retaining walls within the right-of-way are subject to compliance with this standard.

**12.04.060** Retaining walls- Maintenance

When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.

**Finding: Not Applicable.** The applicant did not propose to install a retaining wall in the public right-of-way.

**12.04.070-** Removal of sliding dirt.

It shall be the duty of the owner of any property as mentioned in Section 12.04.050, and in case the owner is a nonresident, then the agent or other person in charge of the same, to remove from the street or sidewalk or both

as the case may be, any and all earth or dirt falling on or sliding into or upon the same from the property, and to build and maintain in order at all times, the retaining wall as herein required; and upon the failure, neglect or refusal of the land owner, the agent or person in charge of the same to clean away such earth or dirt, falling or sliding from the property into the street or upon the sidewalk, or both, or to build the retaining wall, shall be deemed guilty of a misdemeanor.

**Finding: Not Applicable.** The applicant has not proposed and is not required to remove sliding dirt with this application.

**12.04.080 - Excavations—Permit required.**

*It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.*

**Finding: Complies.** The applicant is subject to compliance with OCMC Chapter 12.04.

**12.04.090 - Excavations—Permit restrictions.**

*The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.*

**Finding: Not Applicable.** The City shall review a permit upon submittal.

**12.04.095 - Street Design—Curb Cuts.**

*To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents*

**Finding: Complies as Proposed.** The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

**12.04.100 - Excavations—Restoration of pavement.**

*Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.*

**Finding: Applies.** The applicant is subject to this standard.

**12.04.110 - Excavations—Nuisance—Penalty.**

*Any excavation in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.*

**Finding: Not Applicable.** All excavations will comply with this Chapter via the conditions of approval.

**12.04.120 - Obstructions—Permit required.**

**Finding: Not Applicable.** The applicant has not proposed an obstruction within the right-of-way in this application.

**12.04.130 - Obstructions—Sidewalk sales.**

A. *It is unlawful for any person to use the public sidewalks of the city for the purpose of packing, unpacking or storage of goods or merchandise or for the display of goods or merchandise for sale. It is permissible to use the public sidewalks for the process of expeditiously loading and unloading goods and merchandise.*

B. *The city commission may, in its discretion, designate certain areas of the city to permit the display and sale of goods or merchandise on the public sidewalks under such conditions as may be provided.*

**Finding: Not Applicable.** The applicant has not proposed a sidewalk sale with this application.

**12.04.140 - Obstructions—Nuisance—Penalty.**

*Any act or omission in violation of this Chapter shall be deemed a nuisance. Violation of any provision of this Chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.*

**Finding: Complies.** The applicant is subject to compliance with OCMC Chapter 12.04.

**12.04.150 - Street and alley vacations—Cost.**

*At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by city commission resolution shall be paid to the city.*

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

**12.04.160 - Street vacations—Restrictions.**

*The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.*

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

**12.04.170 - Street design—Purpose and general provisions.**

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

**Finding: Complies as Proposed.** The applicant indicated compliance the Oregon City street design standards.

**12.04.175 - Street design—Generally.**

*The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. Where location is not shown in the development plan, the arrangement of streets shall either:*

A. *Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;*

B. *Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.*

**Finding:** The site is currently developed with existing sidewalks on the development areas except along the northern part of the parking lot expansion. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase.

**12.04.180 - Street design—Minimum right-of-way.**

*All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:*

A. *Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation*

System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.

<i>Table 12.04.020 STREET DESIGN STANDARDS</i>		
<i>Type of Street</i>	<i>Maximum Right-of-Way Width</i>	<i>Pavement Width</i>
<i>Major arterial</i>	<i>124 feet</i>	<i>98 feet</i>
<i>Minor arterial</i>	<i>114 feet</i>	<i>88 feet</i>
<i>Collector street</i>	<i>86 feet</i>	<i>62 feet</i>
<i>Neighborhood Collector street</i>	<i>81 feet</i>	<i>59 feet</i>
<i>Local street</i>	<i>54 feet</i>	<i>32 feet</i>
<i>Alley</i>	<i>20 feet</i>	<i>16 feet</i>

B. The applicant may submit an alternative street design plan that varies from the street design standards identified above. An alternative street design plan may be approved by the city engineer if it is found the alternative allows for adequate and safe traffic, pedestrian and bicycle flows and transportation alternatives and protects and provides adequate multi-modal transportation services for the development as well as the surrounding community.

**Finding:** Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report for full details of required improvements for each phase.

**12.04.185 - Street design—Access control.**

A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.

B. The city may grant a permit for the adjoining owner to access through the access control.

C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."

A. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

**Finding: Complies as Proposed.** The applicant proposed to limit the access to the proposed parking lot to a single ingress/egress on Davis. The parking lot is currently accessed from multiple points along the frontage. Limiting access to the site will result in a safer facility.

**12.04.190 - Street design—Alignment.**

The centerline of streets shall be:

A. Aligned with existing streets by continuation of the centerlines; or

A. Offset from the centerline by no more than ten feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

**Finding: Not Applicable.** The applicant has not proposed a street alignment with this application.

**12.04.195 - Minimum street intersection spacing standards.**

**Finding: Not Applicable.** The applicant has not proposed and is not required to install a new intersection with this development.

*12.04.200 - Street design—Constrained local streets and/or rights-of-way.*

**Finding: Not Applicable.** The development proposal does not include a constrained street.

*12.04.205 - Intersection level of service standards.*

*When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:*

*A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.*

*B. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.*

*C. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.*

**Finding:** Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i of this report.

*12.04.210 - Street design—Intersection angles.*

**Finding: Not Applicable.** The applicant has not proposed and is not required to redesign an intersection.

*12.04.215 - Street design—Off-site street improvements.*

*During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.*

**Finding: Not Applicable.** The applicant has not proposed and the City is not requiring off-site improvements.

*12.04.220 - Street design—Half street.*

*Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control as described in [Section] 12.04.200 may be required to preserve the objectives of half streets.*

**Finding: Not Applicable.** A half street is not proposed or existing adjacent to the site.

*12.04.225 - Street design—Cul-de-sacs and dead-end streets.*

**Finding: Not Applicable.** A cul-de-sac or dead end is not proposed or required.

*12.04.230 - Street design—Street names.*

**Finding: Not Applicable.** A new street is not proposed or existing with the proposed development.

*12.04.235 - Street design—Grades and curves.*

*Grades and center line radii shall conform to the standards in the city's street design standards and specifications.*

**Finding: Not applicable.** A new street is not proposed with the proposed development.

**12.04.240 - Street design—Development abutting arterial or collector street.**

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

**Finding: Complies with Condition.** The applicant has not proposed and the City has not requiring the applicant to change the location of the existing accessways with this development. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. **The applicant can meet this standard through Condition of Approval 37.**

**12.04.245 - Street design—Pedestrian and bicycle safety.**

*Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.*

*All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.*

**Finding:** The site is currently developed sidewalks on all frontages except along the northern half of the proposed parking lot expansion. The applicant proposes to install the missing sidewalk as part of Phase 1. Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for Phase 1.

**12.04.255 - Street design—Alleys.**

**Finding: Not Applicable.** The applicant has not proposed to install a new alley with this application.

**12.04.260 - Street design—Transit.**

*Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with Tri-Met where the application impacts transit streets as identified on Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan. Pedestrian/bicycle access ways shall be provided as necessary in conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.*

**Finding: Not Applicable.** The applicant has not proposed and is not required to install transit improvements.

**12.04.265 - Street design—Planter strips.**

*All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within 10 feet*

of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.

To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.

**Finding:** Please refer to the analysis in OCMC Chapter 17.65.050.B.1.i for full details of required improvements for each phase including the planter strip and street tree requirements.

**12.04.270 - Standard construction specifications.**

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

**Finding: Complies as Proposed.** The applicant indicated compliance the Oregon City street design standards.

**Chapter 12.08 PUBLIC AND STREET TREES**

**12.08.015 - Street tree planting and maintenance requirements.**

All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.

**Finding: Complies with Condition.** The applicant submitted a revised landscaping plan, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan, dated January 31, 2012, identifying the location of street trees, but not identifying the species. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

**12.08.015.A** One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.

**Finding: Complies with Condition.** The applicant submitted a revised landscaping plan, dated January 31, 2012, for the proposed parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan. The landscaping plan identified less than 1 street tree for every 35 feet of frontage along the Division Street and Penn Lane frontages.

It is feasible that the applicant revise the landscaping plan to include the proper amount of street trees required along each frontage. The parking lot associated with the Detailed Development Plan for Phase 1 of the Master Plan extends along the entire Division Street frontage and along a portion of the Penn Lane frontage. The landscaping plan displays the appropriate number of trees abutting the parking lot on the Penn Lane frontage however, the street improvements, including street trees along eastern portion of the frontage where the future Medical Office Building is identified to be constructed in Phase 3. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot be met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

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

1. Fifteen feet from streetlights;
2. Five feet from fire hydrants;
3. Twenty feet from intersections;
4. A minimum of five feet (at mature height) below power lines.

**Finding: Complies with Condition.** The applicant is required to revise the location of the street trees adjacent to the parking lot. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

**12.08.015.C** *All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.*

**Finding: Complies as Proposed.** The street trees proposed are 2-inches in caliper.

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

**Finding: Complies with Condition.** The applicant did not provide a response to this criterion. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

**12.08.020** - *Street tree species selection.*

*The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.*

**Finding: Complies with Condition.** The applicant submitted a revised landscaping plan, dated January 31, 2012 identifying the location of street trees, but not identifying the species. Prior to issuance of a permit associated with the site, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species within the size of the tree well. **The applicant can meet this standard through Condition of Approval 23.**

**12.08.025** - *General tree maintenance.*

*Abutting property owners shall be responsible for the maintenance of street trees and planting strips. Topping of trees is permitted only under recommendation of a certified arborist, or other qualified professional, if required by city staff. Trees shall be trimmed appropriately. Maintenance shall include trimming to remove*

dead branches, dangerous limbs and to maintain a minimum seven-foot clearance above all sidewalks and ten-foot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash.

**Finding: Complies with Condition.** The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.030 - Public property tree maintenance.

*The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.*

**Finding: Complies with Condition.** The applicant did not respond to this section. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for Phase 1 of the Detailed Development Plan. All future Detailed Development Plans shall demonstrate compliance with this standard. **The applicant can meet this standard through Condition of Approval 35.**

12.08.035 - Public tree removal.

**Finding: Not Applicable.** The applicant did not propose and is not required to remove any street trees with this application. The applicant shall submit an application for street tree removal if any street trees are required to be removed to accommodate the proposed construction or conditions of approval.

12.08.040 - Heritage Trees and Groves.

**Finding: Not Applicable.** The applicant does not have any designated heritage trees or groves onsite and is not proposing or required to designate any trees.

12.08.045 - Gifts and funding.

**Finding: Not Applicable.** The applicant has not proposed and the City has not required any gift or funding for street trees.

12.08.050 - Violation—Penalty.

*The violation of any provision of this Chapter shall be constitute a civil infraction, subject to code enforcement procedures of Chapter 1.16 and/or Chapter 1.20.*

**Finding: Not Applicable.** This application does not include a violation.

**CHAPTER 17.54.100 SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS- FENCE, HEDGE & WALLS**

**Finding: Not Applicable.** The applicant has not requested to install a fence, hedge or wall onsite. All future fences, hedges and walls shall be subject to review for compliance with the Oregon City Municipal Code.

**CHAPTER 17.58 NONCONFORMING USES, STRUCTURES AND LOTS**

**Finding: Complies with Condition.** The site is currently nonconforming as it does not comply with the current standards for parking lot landscaping, etc. OCMC Chapter 17.58.040.C.2.a requires upgrades to nonconforming portions of the site for additions and exterior alterations more than \$75,000. Per OCMC 17.58, ten percent of the project cost shall be allocated to assuring compliance with pedestrian circulation systems, minimum perimeter parking lot landscaping, minimum interior parking lot landscaping, minimum site landscaping requirements, bicycle parking by upgrading existing racks and providing additional spaces,

screening, and paving of surface parking and exterior storage and display areas. Depending on the cost of construction, it is anticipated that all of the aforementioned nonconforming items would be upgraded within the Master Plan.

The applicant proposed to upgrade an existing parking lot to comply with all standards of the Oregon City Municipal Code with phase 1 of the Master Plan. The nonconforming portions of the site will be reviewed upon review of subsequent Detailed Development Plans implementing Phases 2 and 3. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. **The applicant can meet this standard by complying with condition of approval 36.**

**RECOMMENDATION:**

Based on the analysis and findings as described above, Staff recommends the Planning Commission conditionally approve Planning files CP 11-01: Master Plan, DP 11-03: Detailed Development Plan, NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment for the properties located at Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600, Clackamas County Map 2-2E-32AA, TL 400 and Clackamas County Map 2-2E-32AC, TL 101, 201.

**EXHIBITS:**

1. Vicinity Map
2. Applicant's Narrative and Site Plan (On-File)
3. Staff Report for Conditional Use file CU 03-03
4. Staff Report for Site Plan and Design Review file SP03-19
5. Comments Submitted by John Replinger, Replinger and Associates
6. Engineering Policy 00-01 (On-File)
7. Comments submitted by Gail Curtis, Senior Planner at Oregon Department of Transportation
8. Comments submitted by Denyse McGriff of the McLoughlin Neighborhood Association
9. Comments submitted by Paul Edgar of the Citizen Involvement Committee
10. Comments submitted by Tim Powell, Chair of the McLoughlin Neighborhood Association
11. Comments submitted by Michael Robinson, dated February 17, 2012
12. Comments submitted by Nancy Bush, Code Enforcement Manager

**RECOMMENDED CONDITIONS OF APPROVAL**

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan,  
NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. (P)
3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. (P)

4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. (*P*)
5. The applicant shall install the following public improvements as required.
  - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
    - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
    - Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
    - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
    - Phase 3 (West MOB): A 4-foot ROW dedication from 15<sup>th</sup> Street to 16<sup>th</sup> Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15<sup>th</sup> Street and 16<sup>th</sup> Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
  - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
    - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
    - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.
  - 15<sup>th</sup> Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
    - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
  - Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
    - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation

System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (*DS*)
7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (*DS*)
9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (*DS*)
10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (*DS*)
11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15<sup>th</sup> Street during Phase 3, West MOB. Current street curb drainage flow on 15<sup>th</sup> Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (*DS*)
13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (*DS*)
15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (*P*)
16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (*P*)
17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (*P*)
18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (*P*)
19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (*P*)

20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. *(P)*
21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. *(P)*
22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. *(P)*
23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. *(P)*
24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1 the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. *(P)*
25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. *(P and DS)*
26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. *(DS)*
27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. *(P)*
28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. *(P)*
29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. *(P)*
30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. *(P)*
31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. *(P)*
32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. *(P)*
33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. *(P)*

34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. *(P)*
35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot be met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. *(P)*
36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. *(P)*
37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. *(DS)*

*(P) = Verify that condition of approval has been met with the Planning Division.*

*(DS) = Verify that condition of approval has been met with the Development Services Division.*



**NOTICE OF LAND USE DECISION**  
DATE OF MAILING OF THE DECISION: March 1, 2012

**FILE NO.:** CP 11-01: Master Plan  
DP 11-03: Detailed Development Plan  
NR 11-05: Natural Resource Overlay Exemption  
LL 11-07: Lot Line Adjustment

**APPLICATION TYPE:** Type III

**APPLICANT/  
OWNER:** Providence Willamette Falls Medical Center  
C/o Russell Reinhard  
1500 Division Street  
Oregon City, Oregon 97045

**REPRESENTATIVE:** Peterson Kolberg & Associates  
C/o Steve Kolberg  
6969 SW Hampton Street  
Portland, Oregon 97223

**REQUEST:** The applicant submitted a Concept (General) Development Plan, Detailed Development Plan, Lot Line Adjustment and Natural Resource Overlay District Exemption to analyze the build out of the Providence Willamette Falls Hospital over the next 10 years and construct a parking lot.

**LOCATION:** 1500 Division Street, Oregon City, OR 97045  
Clackamas County Map 2-2EAB, Tax Lots 1201, 1900, 2000, 2100, 2200, 2400, 2500, 2800, 2900, 3100, 3900, 4000, 4100, 4200, 4400, 4600  
Clackamas County Map 2-2E-32AA, TL 400 and  
Clackamas County Map 2-2E-32AC, TL 101, 201

**DECISION:** Approval with Conditions.

On February 27, 2012, after reviewing all of the evidence in the record and considering all of the arguments made by the applicant, opponents and interested parties, the Planning Commission concluded by a 5-0 vote that the applications would meet the requirements of each applicable section of the Oregon City Municipal Code as proposed by the applicant or with conditions adopted by the Commission. Therefore, the Planning Commission adopts as their own the staff report with conditions and approves with conditions the application.

**The decision of the Planning Commission is final unless appealed to the City Commission within fourteen (14) days following the mailing of this notice.** Only persons who participated in the process, either through written comments or public testimony, may appeal this limited land use decision. The request for a hearing shall be in writing. The request for a hearing shall demonstrate how the party is aggrieved or how the proposal does not meet the applicable criteria. The application, decision (including specific

conditions of approval), and supporting documents are available for inspection at the Oregon City Planning Division. Copies of these documents are available (for a fee) upon request.

**A city-recognized neighborhood association with standing that is requesting an appeal fee waiver pursuant to 17.50.290(C) must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.**

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 722-3789.

### CONDITIONS OF APPROVAL

CP 11-01: Master Plan, DP 11-03: Detailed Development Plan,  
NR 11-05: Natural Resource Overlay Exemption and LL 11-07: Lot Line Adjustment

1. The applicant shall construct this development as proposed in this application and as required by the attached conditions of approval.
2. Prior to issuance of the first Detailed Development Plan for Phase 3, the applicant shall submit documentation demonstrating that the master plan complies with the minimum floor area ratio of 0.25. *(P)*
3. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating the master plan does not have more than eighty percent site coverage of buildings and parking lots. *(P)*
4. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a revised calculation demonstrating compliance with the minimum landscaping standards in Chapter 17.31.060.G and 17.62.050.A.1 of the Oregon City Municipal Code. *(P)*
5. The applicant shall install the following public improvements as required.
  - Division Street, a Minor Arterial, would be improved with each phase of the Master Plan as follows:
    - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
    - Phase 2 (Front Entry Improvements and Birthplace Expansion): Match improvements from ED expansion approved in CU 03-03, including but not limited to a 4-foot ROW dedication across Tax Lot 1900 and 2000. Construction of full depth pavement restoration from the northern end of the ED improvements to Davis Road for a width of 26 feet on the eastern half and 10 feet on the opposing side. New curb and gutter, 8-foot sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
    - Phase 3 (East MOB): Construction of full depth pavement restoration between Davis Road and Penn Lane for a width of 20 feet on the eastern half (2-inch mill on the easternmost 2.5 feet done in Phase 1) and 10 feet on the opposing side.
    - Phase 3 (West MOB): A 4-foot ROW dedication from 15<sup>th</sup> Street to 16<sup>th</sup> Street to provide 34 feet from centerline on the west side. Construction of full depth pavement restoration between 15<sup>th</sup> Street and 16<sup>th</sup> Street for a width of 26 feet on the western half and 10 feet on the opposing side (if not completed by other phases). Construction of curb and gutter, 8 ft sidewalk with 4- by 6-ft tree wells, bike lane striping and markings, street lighting, and street trees.
  - Davis Road, a Local Street, would be improved with Phase 1 and 2 of the Master Plan as follows:
    - Phase 1 (Parking Lot Improvements between Davis Road and Penn Lane): A 1-foot street dedication. Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting. Provide opposing ADA ramp at southeast corner of Davis Road/Division Street.
    - Phase 2 (Front Entry Improvements): Dedication to result in 26.5 feet of ROW on the southern side. Construction of pavement restoration as determined by Applicant's Engineer's analysis/design (and

coordination with City's Pavement Condition Index at time of design). Construction of 2.5-foot wide full depth pavement restoration adjacent to new curb and gutter, 4.5-foot planter strip with street trees, 5 ft sidewalk, and street lighting.

- 15<sup>th</sup> Street, a Collector, would be improved with Phase 3 of the Master Plan as follows:
  - Phase 3 (West MOB): There is 38 feet of existing pavement, with 19 feet on the MOB side. Construction of pavement restoration as determined by applicant's engineer's analysis/design (and coordination with City's Pavement Condition Index at time of design) across the tax lot frontages for a width of 19 feet on the northern half and 10 feet on the opposing side. Evaluation of the existing street lighting and install as necessary to meet current IES. Installation of street trees in existing planter strip and bike route signs.
- Penn Lane, a Local Street, would be improved with Phase 3 of the Master Plan as follows:
  - Phase 3 (East MOB): Construction of full pavement section adjacent to 1716 Penn Lane for a width of about 6 feet on the southern half with curb and gutter, 4.5-foot planter strip, 5-foot sidewalk, street trees, and street lighting.

Although this Master Plan approval is for all three phases of the project, it is not possible at this time to determine what transportation improvements may be required to mitigate impacts on the transportation system from Phases 2 and 3 which would be constructed up to 10 years in the future. A determination of the adequacy of the existing traffic infrastructure, the extent of the Providence Willamette Falls impacts, what improvements in the form of mitigation measures will be required, and/or the portion of the construction costs of those measures which should be borne by the Providence Willamette Falls, will be made at the time of consideration of the detailed development plan for each Phase 2 and 3. Cost estimates shall be based on estimates contained in the Regional Transportation Plan or Oregon City Transportation System Plan, whichever is most current, with cost estimates updated by applying a published construction cost index. For projects already programmed for construction, the final project cost of most current cost estimates shall be utilized. If the impacts cannot be adequately mitigated based on the standards in effect at the time of filing the detailed development application, the detailed development plan will be denied. (*P and DS*)

6. The applicant is responsible for this project's compliance with Engineering Policy 00-01. (*DS*)
7. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall install a pedestrian accessway within or adjacent to the proposed parking lot which complies with the Oregon City Municipal Code and provides safe access to pedestrians walking from the northern portion of the parking lot south towards the main hospital facility. (*P*)
8. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing water lines for new future facilities as required by plumbing code. (*DS*)
9. During the Detailed Development Plan reviews, the applicant shall provide connection to new/existing sanitary sewer for new future facilities as required by plumbing code. (*DS*)
10. The applicant shall provide stormwater facilities as necessary for street improvements and facility construction. Downstream conveyance calculations/analysis shall be performed for all existing storm systems where the applicant's new facilities increase the stormwater flow. (*DS*)
11. The applicant shall comply with the Oregon City Stormwater Design Standards and evaluate the existing stormwater facilities on 15<sup>th</sup> Street during Phase 3, West MOB. Current street curb drainage flow on 15<sup>th</sup> Street exceeds the 400-foot length standard on the north side. Construct a curb basin to connect into the eastern end of the storm line as necessary. (*DS*)
12. During each of the Detailed Development Plan reviews, the applicant shall provide site analysis to determine extent of stormwater detention and water quality that are required by the current code and implement appropriate Low Impact Design efforts. (*DS*)
13. New fire hydrants would be placed according to fire department code at the time of individual Detailed Development Plan review. (*DS*)
14. The development proposal shall be reviewed for compliance with the Clackamas County Fire Department upon submittal of the Detailed Development Plan. (*DS*)
15. In order to mitigate the impact of the adjustment to increase the number of contiguous parking stalls permitted without landscape strips, the applicant shall increase the minimum interior parking lot landscaping from 10% to 12%. The applicant may choose not to utilize the adjustment for a particular parking lot. If a parking lot

does not utilize the adjustment and provides no more than eight contiguous parking spaces without an interior landscape strip, the applicant does not have to increase the minimum interior parking lot landscaping for that parking lot from 10% to 12%. (P)

16. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit a tree mitigation plan displaying the location of the 4 mitigation trees per OCMC Chapter 17.41. (P)
17. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation displaying compliance with the tree protection standards in OCMC Chapter 17.41.130 of the Oregon City Municipal Code. (P)
18. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient parking for the proposed development to demonstrate compliance with the number of parking spaces required in OCMC 17.52.020 and that all loss of existing parking due to nonconforming upgrades has been mitigated by installing an additional parking stall onsite. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the number of parking spaces required in OCMC 17.52.020. (P)
19. Prior to issuance of permits associated with the Detailed Development Plan for Phase 1, the applicant shall submit documentation indicating the minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use. (P)
20. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall submit sufficient documentation to demonstrate the subject site complies with the carpool and vanpool parking standards in OCMC Chapter 17.52.030.E. (P)
21. Prior to issuance of permits associated with any Detailed Development Plan, the applicant shall demonstrate that the subject site provides sufficient bicycle parking for the proposed development to demonstrate compliance OCMC 17.52.040. Prior to issuance of permits associated with the Detailed Development Plan for Phase 3, the applicant shall demonstrate that the Providence Willamette Falls campus associated with the Master Plan complies with the with the bicycle parking spaces required in OCMC 17.52.040. (P)
22. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with landscaping in all areas of the parking lot which are not used for parking, maneuvering, or circulation. (P)
23. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan with a street tree from the Oregon City Street Tree List for the appropriate tree well width or documentation from the a certified arborist demonstrating the appropriateness of the tree species and documentation demonstrating that all required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper) and planted according to American Nurseryman Standards. (P)
24. Prior to issuance of a permit associated with Detailed Development Plan for Phase 1 the applicant shall submit documentation assuring that all landscaped areas within the proposed parking lot include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance. (P)
25. Prior to final of building permits associated with Detailed Development Plan for Phase 1, the applicant shall prune vegetation, relocate signage and review on-street parking as required in the transportation impact study by Julia Kuhn, PE of Kittleson and Associates (Exhibit 2) for proper sight distance. (P and DS)
26. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that the proposed parking lot complies with the parking lot incorporate design standards in accordance with Chapter 13.12, Stormwater Management. (DS)
27. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.B. (P)
28. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the perimeter parking lot landscaping standards in OCMC 17.52.060.C. (P)

29. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit a revised landscaping plan demonstrating compliance with the interior parking lot landscaping standards in OCMC 17.52.060.D. *(P)*
30. Prior to issuance of building permits associated with Detailed Development Plan for Phase 1, the applicant shall submit documentation assuring that within three years, cover one hundred percent of the landscape area and no mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. *(P)*
31. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a recorded access easement with all adjacent sites where access is obtained. *(P)*
32. Prior to final of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit sufficient documentation demonstrating maintenance in accordance with the standards identified in OCMC 17.62.050.A.10. *(P)*
33. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 3, the applicant shall submit documentation demonstrating that for all new buildings, where there is one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D. *(P)*
34. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit a photometric plan demonstrating compliance with OCMC 17.62.065 for the pedestrian walkway within the parking lot. *(P)*
35. Prior to issuance of the proposed Detailed Development Plan and Master Plan Phase 1, the applicant shall submit documentation demonstrating compliance with OCMC Chapter 12.08 for the Division Street frontage adjacent to the proposed parking lot associated with the Phase 1 Detailed Development Plan. If the applicant submits documentation from an engineer indicating the proper spacing cannot be met due to sight line or other unavoidable issues, the Community Development Director may approve an alternative such as planting a tree in an alternate location or providing a fee-in-lieu. *(P)*
36. Prior to final of permits associated with the Detailed Development Plan for Phase 2 of the Master Plan, the applicant shall submit a phasing plan displaying the general location and prioritization of the nonconforming upgrades to the site required per OCMC 17.58.040.C. Each Detailed Development Plan will be reviewed for compliance with the Nonconforming chapter in the Oregon City Municipal Code. *(P)*
37. The applicant shall sign a Non-Remonstrance Agreement (NRA) prior to final occupancy for any Phase or portion of a Phase built on a property not already covered by a NRA for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement; this includes paying the document recording fee. *(DS)*

*(P) = Verify that condition of approval has been met with the Planning Division.*

*(DS) = Verify that condition of approval has been met with the Development Services Division.*



February 17, 2012

To whom it may concern:

In the interest of controlling congestion and being good neighbors, PWFMC has made recent changes to their campus parking policy. The most significant to our neighbors is that employee parking has been restricted on the streets nearest the hospital. We have made the area within three blocks of the campus a "no employee parking" zone. We have also instituted a parking hotline. It is a designated number for neighbors to call and let us know about any vehicles that might be blocking driveways or are parked inappropriately. That number is 503-215-0615. The parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions.

We have made changes to our campus parking to provide for more employee spots on our main campus. We have also assigned areas for short-term parking – two hours or less.

In addition, all PWFMC employees, volunteers and physicians must register their vehicles with security and display a fully visible parking permit on any vehicle they drive to work.

It's only been a week, but I personally have noticed a significant difference in the amount of parking available on the streets around the facility. This should only continue to improve with time.

Best wishes,

A handwritten signature in blue ink that reads "Russ Reinhard". The signature is written in a cursive style with a large initial "R".

Russ Reinhard  
Chief Executive



carpool, motorcycle and bicycle parking based on facility need. Car pools must have two (2) or more occupants to qualify for parking in the reserved areas. Permits for carpool are required and they may be obtained through Security Services.

- D. All staff, physicians, students and volunteers are assigned to specific parking areas at all entities. (Refer to attachments). All vehicles must be registered with Security Services and display a parking decal as directed on any vehicle they park on a Providence Health & Services' campus.

### III. PROCEDURE:

- A. Regional employees or other staff members who travel from one entity to another will abide by each facility's parking program.
- B. Employees with a temporary disability may obtain assistance through Employee Health Services, to determine if the employee may be eligible to obtain a Handicapped Permit, issued by the State of Oregon. This state permit affords the holder to park in any designated disabled parking space regardless of its location on a campus.
- C. Providence Health & Services assumes no liability for theft, damage, or vandalism to any vehicle, cycle or personal property parked on the campus and/or surface parking lots.
- D. Security Services will make a reasonable attempt to locate the owner prior to towing a vehicle. Only when vehicles are blocking traffic or illegally parked will a towing company be called. Vehicles may be relocated to another area on the campus rather than taken off site. Owners of the vehicles are responsible for towing charges. Abandoned vehicles may be towed after a 72 hour notice is posted on the vehicle.
- E. A vehicle registration form must be filled out completely and submitted to Security Services prior to issuance of parking decals. It is the staff's responsibility to update the form when vehicle information has changed.
- F. Employees who violate the Parking Policy will be subject to the corrective action process as outlined in HR Policy #603, Performance Management. When the manager receives notification of a violation they should work with their Human Resources Business Partner. Whenever circumstances are present that make him/her unable to comply with the terms of this policy, staff members will immediately contact the appropriate facility office.

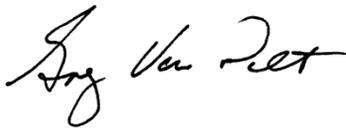
IV. FACILITIES:

- Providence St. Vincent Medical Center (refer to attachment A)
- Providence Portland Medical Center (refer to attachment B)
- Providence Milwaukie Hospital (refer to attachment C)
- Providence Office Park (refer to attachment D)
- Satellite Buildings (refer to attachment E)
- Providence Child Center (refer to attachment F)
- Tigard Business Center (refer to attachment G)
- Halsey Business Center (refer to attachment H)
- Providence Hood River Memorial Hospital (refer to attachment I)
- Providence Newberg Medical Center (refer to attachment J)
- Providence Medford Medical Center (refer to attachment K)
- Providence Seaside Hospital (refer to attachment L)

List Cross-Reference:

- HR Policy #603 – Performance Management
- Security Services Policy #6.04 – Vehicular Access to Urgent Care Areas

APPROVED BY:



Greg Van Pelt  
Senior Vice President/Chief Executive-Oregon Region  
Providence Health and Services – Oregon  
Date: December 2011

**PROVIDENCE HEALTH and SERVICES  
Oregon Region – Acute Care**

**GENERAL OPERATING POLICY  
REVIEW AND REVISION DATE**

**NAME OF POLICY:** No. 340.00

**POLICY NAME:** Parking Program

**Effective:** PMH May 1999  
 PPMC May 1997  
 PSVMC August 1998  
 PCC, POP, TBC, MBC, SATELLITES July 2000  
 PWFMC, PHRMC, PNMC October 2011

**Primary Responsibility for Review/Revisions**

**Regional Security Services** **Rich Hildreth, Director**  
 Department Name Name/Title of Person

**Authority for Policy Review/Revisions:**

**Regional Security Services** **Rich Hildreth, Director**  
 Department Name Name/Title of Person

**Human Resources** **Susan Norris, HR Business Partner**  
 Department Name Name/Title of Person

**Review and/or Revision Dates:**

Reviewed	Revised	Approved By (Name and Title)
	PMH 5/99	Janice Burger, PMH, Operations Administrator
PPMC 11/86, 8/89	PPMC 10/85, 4/89, 2/91, 11/92, 1/95, 7/95, 5/97/ 9/97, 3/98, 7/98, 3/99, 6/99, 8/99	Dave Underiner, PPMC, Operations Administrator
PSV, 8/99	PSV 4/89,	Don Elsom, PSV, Operations Administrator
9/03,	1/00, 8/00, 10/00, 9/01, 6/02, 6/04, 4/05, 06/05, 04/06, 06/07, 6/09, 6/10	PSA Policy and Procedure Committee
	10/11, 12/11	Oregon Region GOP Committee

## Providence St. Vincent Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

**NOTE:** Sections pertaining to the **West Parking Structure** have been endorsed by the Providence St. Vincent Medical Condominium Board represented by Providence Health and Services and Kaiser Permanente.

General parking (unless specifically designated otherwise):

- a. North Parking Structure, all levels, all shifts, all days
- b. Contractor parking, North Parking Structure, 7<sup>th</sup> and 8<sup>th</sup> floor
- c. Surface parking areas are limited to oversized vehicles, 2-hour parking and designated physicians.
- d. West Parking Structure, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup> floors, and ramp 4-B. **Employees and physicians of Mother Joseph Plaza only.**
- e. Sign restrictions are applicable at all times of the day, all shifts, all days of the week.

Volunteer parking:

- a. East Parking Structure, 4<sup>th</sup> and 5<sup>th</sup> levels
- b. North Parking Structure, all levels other than designated spaces.

Physician parking:

- c. East Parking Structure, all levels 5:00am - 9:00am.
- d. North Parking Structure, all levels, reserved spaces on lower, first floor and 3<sup>rd</sup> levels.
- e. West Parking Structure, reserved spaces on ground level and 1<sup>st</sup> floor, ED area near the helipad when called in for emergencies.

The Baltic Ave. entrance (formerly 98<sup>th</sup> St.) is only for use by:

- a. Emergency Department patients and ambulance traffic.
- b. Campus employees who park in the North Parking Structure.
- c. Medical Center deliveries.
- d. All others shall use the main campus entrance on Barnes Rd.

### **STAFF MAY NOT PARK IN THE FOLLOWING AREAS:**

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On any street within a three block radius of the medical center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

## Providence Portland Medical Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

#### **GLISAN STREET GARAGE**

##### **ALL SHIFTS:**

North Structure: Levels E, F, G

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

**Motorcycle Parking** is available on levels C, E, F, North structure.

**Car pool parking** is available in the North employee parking area on Level A with permit. See Security for permit.

#### **47<sup>TH</sup> STREET GARAGE**

##### **ALL SHIFTS:**

Levels C and above.

#### **Oversize Parking**

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On any street within a three block radius of the medical center campus**

##### **VOLUNTEERS:**

**Volunteers with limited mobility are allowed to park in Visitor/Patient areas via their own discretion.**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

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## Providence Milwaukie Hospital Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

Staff/student parking is allowed:

Employee Lot, all shifts – all spaces

Annex Lot, non-posted parking spaces only – all shifts

NWPC Lot, spaces posted for hospital employees only – all shifts

West Entrance Lot, after 2 PM and prior to 8 AM only (evening and night shifts preferred)

Physician Lot, after 2 PM and prior to 6 AM only (evening and night shifts preferred)

32<sup>nd</sup> Avenue Lot, all shifts

Healing Place Lot, all shifts in section designated for employees

Llewellyn Lot, all shifts

### **STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:**

Staff/student Parking is NOT allowed:

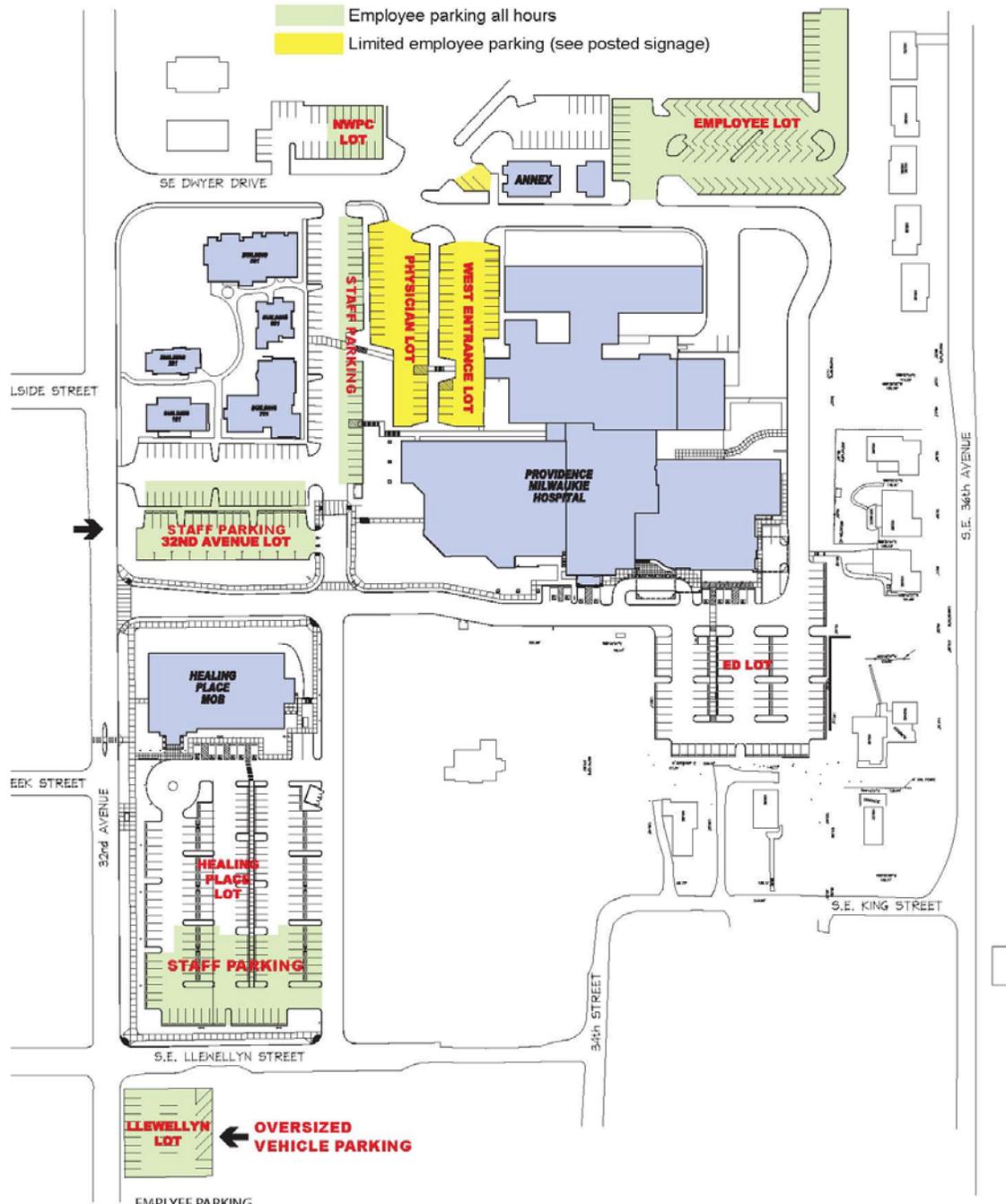
ED Lot, all shifts – all spaces

Handicap, (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the campus

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions. Please do not hesitate to contact Security for clarification or assistance.



**PARKING SUMMARY**  
 SCALE: NTS  
 DECEMBER 2011

**PROVIDENCE HEALTH & SERVICES**  
**PROVIDENCE MILWAUKIE HOSPITAL**  
 10150 SE 32nd AVE.  
 MILWAUKIE, OREGON 97222

## Providence Office Park Campus Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:

#### 1. POLICY

All Providence Office Park employees are directed to park in the designated parking structures, or off street parking lots, Monday through Friday, 7:00 a.m. - 7:00 p.m. All vehicles must be registered with Security and display a parking decal on the left side of the rear bumper or window or on the driver side front bumper or windshield area of any vehicle driven to work. Vehicles are allowed to back in as long as the permit is visible on the front.

##### A. Permitted Parking:

Staff has permitted parking from Monday thru Friday, 7:00 a.m. – 7:00 p.m., *with an authorized parking decal*, in Parking Structures # 1, 2, and 3; except, in the designated restricted parking spaces as outlined in this policy. Also, staff may park in the Multnomah lot.

The Multnomah Parking Lot gates are unlocked at approximately 5:00 a.m., Monday thru Friday and are not locked in the evening until the last vehicle has left the lot.

##### B. Two-hour Limit

These designated spaces may only be used by employees, or visitors, Monday thru Friday for two hours or less and Employees are not authorized to move their vehicle from space to space every two hours in parking structures.

##### C. Carpool

Only those vehicles displaying carpool permits may park in designated carpool spaces.

##### D. Oversized Vehicles

Oversized vehicles are defined as any vehicle over 7 feet high. These vehicles are assigned to the Multnomah lot, east wall parking spaces.

##### E. Visitor Parking

Visitor spaces are for visitors only and PHS employees are not authorized to park in such spaces from 7:00 a.m. to 7:00 p.m. There are No restricted time limits for visitors.

##### F. Neighborhood street parking:

Employees may not park in any of the surrounding neighborhood streets within a 3-block radius of the Providence Office Park or Providence Portland Medical Center.

##### G. Designated LEV (Low Emission or Hybrid Vehicles) and Electric Vehicles

Only LEV designated vehicles may park in LEV parking spaces.

##### H. Motorcycle Parking

Only authorized motorcycles may park in such designated spaces.

##### I. Handicapped Parking

No vehicles other than those displaying a state issued handicapped permit are allowed to park in

these designated spaces. In addition, no vehicle, other than those displaying a state issued "Wheelchair User Permit", is allowed to use the designated "Wheelchair Use Only" spaces.

J. Reserved Parking

Only vehicles displaying "reserved" permits are allowed to park in the appropriately signed "Reserved" designated areas.

K. Overnight Parking

No overnight parking is allowed at the Providence Office Park Campus.

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations and signage are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

## **Providence Health & Services Satellite Buildings Parking**

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

All employees will park in parking spaces away from the main entrances of the clinics to allow easy and convenient access for patients.

Specific questions regarding parking at the satellite buildings will be directed to Leasehold Management, 215-6579.

## Providence Child Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

#### **47<sup>TH</sup> STREET GARAGE**

##### **ALL SHIFTS:**

Levels C and above.

#### **GLISAN STREET GARAGE**

##### **ALL SHIFTS:**

North Structure: Levels E, F, G

Note: Level C access available 10:30 am to 11:30 am and 1:30 pm to 4:00 am.

East Structure: Levels E, F, G, and H

West Structure: Levels A, F, G

**Motorcycle Parking** is available on levels C, E, F, North structure.

**Car pool parking** is available in the North employee parking area on Level A with permit. See Security for permit.

#### **Oversize Parking**

PPMC does not offer specific oversized parking on campus. See security for locations available off campus.

STAFF MAY NOT PARK IN THE FOLLOWING AREAS:

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On *any* street within a three block radius of the medical center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

## Tigard Business Center Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

Staff parking is assigned as follows:

#### Day parking

- Parking lots in all areas unless otherwise designated.(Eg. handicapped without a permit, reserved for evening shift after 2:00pm)

#### Evening shift parking

- Employees may park in any area unless otherwise designated. Specific parking spaces are designate in the front of the building for evening shift employees after 2:00pm.

#### Visitor Parking:

- All spaces in the parking lots. Parking in spaces set aside for evening shift after 2:00 pm will not be used by visitors. (Note: Individuals will be considered visitors if they do not work at Tigard Business Center)

NOTE: Employee and visitor parking is not allowed at the back of the building near the basketball court other than for loading and unloading.

### **STAFF MAY NOT PARK IN THE FOLLOWING AREAS:**

- **Patients and Visitors spaces**
- **Clergy spaces**
- **Handicap (unless permitted by the State)**
- **Other spaces requiring special permits**
- **Main entrance parking lot**
- **On *any* street within a three block radius of the medical center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

## Providence Home Services Parking

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### 1. POLICY

All Providence Home Services employees are assigned parking in designated, off street parking lots at all times. All vehicles must be registered with Security and display a parking decal must be clearly visible on the front or back area of any vehicle driven to work.

### 2. Halsey Location

- a. Patient/Customer parking areas are designated as "patient" and are reserved for patient/customer use only. Employees are not allowed to park in these spaces.
- b. Loading zone spaces are limited to 15 minute parking and are to be used for the purpose of loading and unloading only.
- c. Staff may not park in restricted parking spaces.
- d. Staff may not park on any of the surrounding neighborhood streets within a 3-block radius of the facility.
- e. Providence owned vans/cars will be parked in designated areas. Employees driving these vehicles will park their personal vehicle in the parking space of the Providence owned van/car.
- f. Providence owned trucks will be parked in designated areas. Employees driving these trucks will park their own vehicle in the truck space except at dock spaces and when the loading workflow or safety prohibits it.
- g. Employees are required to submit their name, office/cell phone number, vehicle description and license number with the Home Services Central Reception.
- h. Vendors and non-customer visitors visiting the facility are required to park in the general parking lot. Visitors may use the loading zone spaces only when loading/unloading and for 15 minutes or less.
- i. Visitors (non-Providence employees) must sign in with Central Reception before entering the secured areas of the building. The visitor will be required to log their name, the arrival time, who they are visiting and their vehicle license number.

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions taken. Please do not hesitate to contact Security for clarification or assistance.

**GORGE SERVICE AREA PARKING****Providence Hood River Memorial Hospital Parking; Providence Medical Group – Hood River Parking; Providence Gorge Counseling & Treatment Services Parking; Providence Hood River Occupational Health and Travel Clinic Parking**

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

**STAFF/VOLUNTEER PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

Staff/student parking is allowed:

Parking Structure at 12<sup>th</sup> and May Street: All shifts; use employee entrance on Prospect Street; all spaces on lower floor; oversize vehicles may use ramp at May Street entrance.

Overflow Lot at 13<sup>th</sup> and May Streets: Evening and overnight shifts; must have permission from manager.

Northwest Lot (below Emergency Room): Evening and overnight shifts; must have permission from manager.

Occupational Health and Travel Clinic Lot: Occupational Health and Travel Clinic employees only.

Volunteer parking is allowed:

Overflow Lot at 13<sup>th</sup> and May Streets.

**STAFF/VOLUNTEER PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:**

Staff/student/volunteer parking is NOT allowed:

Front entrance lot at 12<sup>th</sup> and May Streets and Emergency Driveway: All shifts – all spaces

Handicap: (unless permitted by the State)

Other spaces requiring special permits

Neighborhood property or streets surrounding the hospital campus, including satellite facilities

## Providence Willamette Falls Medical Center

All staff, students and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on left rear (driver's side) of vehicle on the window or bumper if you park front end in. If you back in, the permit should be placed on the left front (driver's side) of vehicle on the window or bumper being careful not to obstruct the vehicle identification number located on the left dashboard.

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

Staff/student parking is allowed in the following lots unless otherwise prohibited.

- South Lot
- East Lot
- Davis Lot
- Two-hour Lot

### **STAFF PARKING IS NOT ALLOWED IN THE FOLLOWING AREAS:**

Staff/student Parking is NOT allowed:

- Plaza I, Main Entrance Lot
- Main Entrance Lot
- Emergency Department Lot
- Handicap, (unless permitted by the State)
- Other designated non-employee spaces
- **On any street within a three block radius of the Medical Center campus**

Thank you for following the parking regulations. They are designed to provide patients and visitors with the safest and most convenient access to our campus. Please be advised that the parking regulations are strictly enforced and violations may result in the issuance of citations and disciplinary actions. Please do not hesitate to contact Security for clarification or assistance.



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## Providence Newberg Medical Center

All staff, students, and volunteers are assigned to the following areas. All vehicles must be registered with Security and display a fully visible parking permit on any vehicle they drive to work. Permit should be placed on the left rear (driver's side) of vehicle on the window. If you back in, the permit should be placed on the left front (driver's side) of vehicle on window being careful not to obstruct the vehicle identification number located on the left dashboard.

The designated parking areas identified on the attached map are:

- **Lot A** - Staff Parking
- **Lot B** - Patient and Visitor Parking
- **Lot C** - Medical Office Building (MOB) Parking
- **Lot D** - Emergency Department Patient Parking
- **Lot E** – Vendor and Delivery Parking
- **Area OF** (within Lot B)- Available for Employee Overflow Parking (only if needed)

### **STAFF PARKING IS ALLOWED IN THE FOLLOWING AREAS:**

Lot A or Lot OF-Hospital Staff, volunteers, and students all shifts, all spaces.

Lot C – MOB Staff

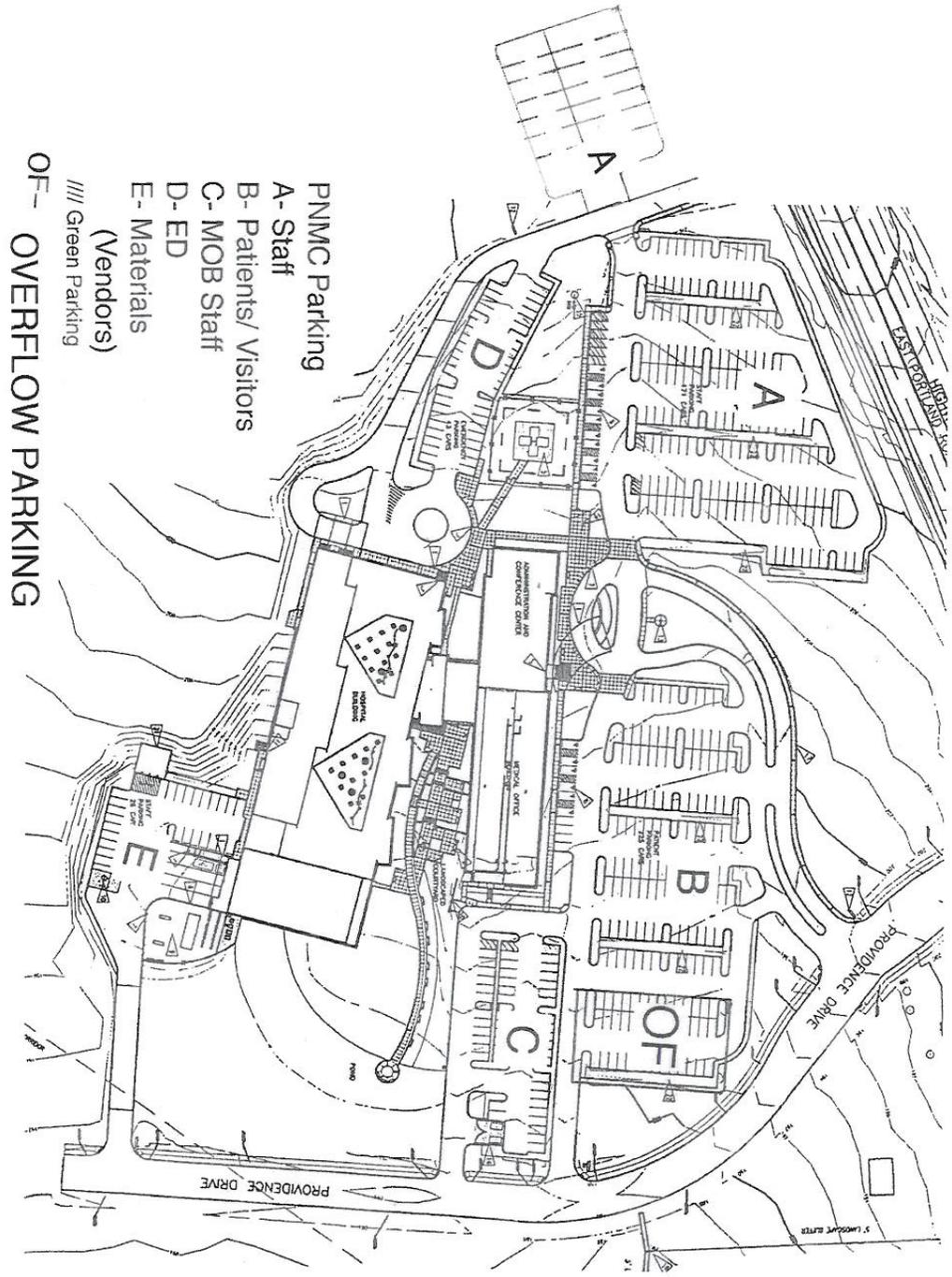
Lot E- Vendor/Delivery, Lab and Materials Courier. There are also four spots designated for \_\_\_\_\_ clinicians and are marked as such

### **Green Parking**

As part of PNMC's commitment to a healthy community, eleven choice parking spots (eight for hospital staff, three for MOB staff) have been designated as parking for "green" staff vehicles. To participate in the Green Parking Program, simply send your vehicle's year, make, and model to Security. Security will search to determine your vehicle's green car score as determined by the ACEEE Green Book®. If your vehicle scores a minimum green score of 40 and over, you will be given a special "Green" Parking Permit and be allowed to park in one of the choice parking spots.

A depiction of the Green Parking spot signs is attached.

It is our goal to have issued more Green Parking Permits than available "green" spaces so use of these spaces is on a first come, first serve basis. The need to increase the number of available "green" spaces will be evaluated on an annual basis.



OF- OVERFLOW PARKING