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Typical Road Structure Cross Section - Road Cross Section Details

Composition of Road Structure:

Road Structure Cross Section is composed of the following components

1. Sub Base
2. Base Course
3. Sub Grade
4. Surface/Wearing Course

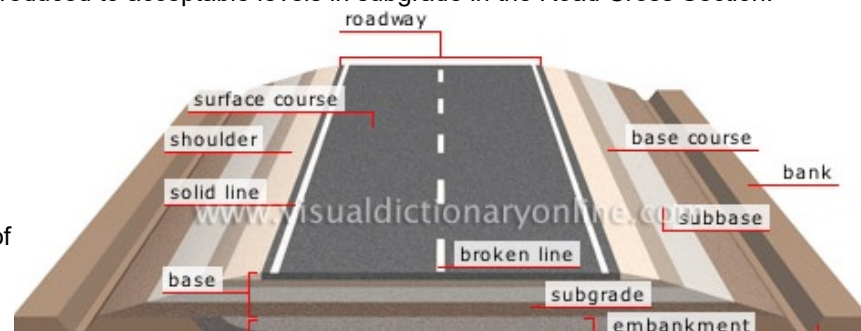
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1. Sub Bases:

- It is layer of granular material provided above subgrade generally natural gravel. It is usually not provided on subgrade of good quality.

a. Function of Sub base in Road Cross Section

- It enables traffic stresses to be reduced to acceptable levels in subgrade in the Road Cross Section.
- It acts as a working plate form for the construction of upper pavement layers.
- Acts as a drainage layer, by protecting the subgrade from wetting up.
- It intercept upward movement of water by capillary action.



Sub Base

✓ Base Course

✓ Surface Wearing Course

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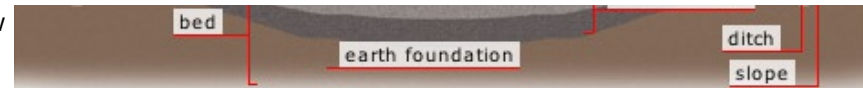
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- It acts as a separating layer b/w subgrade and road base. By this it prevent the two layers from mixing up.



b. Characteristics of materials used in Sub Base:

The subgrade material should be clean and free from organic matter and should be able to be compacted by roller, to form stable sub-base. The material should have the following characteristics:

- Well graded, uniformity coefficient (D60/D10) should not be less than 3.
- Fraction passing sieve #200 shall not be greater than 2/3rd of the fraction passing sieve #40.
- Should have a L.L not greater than 25%.
- P.I not greater than 6
- CBR should not be less than 25. ✓ See Also: [CBR Test Procedure](#)
- In coarse grain, aggregate retained by #10 sieve, %age of wear shall not be greater than 5%.
- The maximum dia of any particle shall not be greater than $2/3^{rd}$ of the layer thickness of sub-base

Typical particle size distribution for the sub-base (granular) which will the meet strength requirements are:

<u>B.S Sieve Size</u>	<u>% By mass of total Aggr passing test sieve</u>
50	100
37.5	80-100
20	60-100
5	30-100
1.15	170-75
0.3	9-50
0075	5-25

* To avoid intrusion of silt and clay material in sub-base from subgrade

D15 (sub base) < 5

D15 (sub grade)

- Recommended plasticity characteristic for granular Sub Base (Road Note 31) are;

Climate	Liquid Limit (L.L)	Plasticity Index (P.I)
Moist or wet tropical	< 35	< 6
Seasonal wet tropical	< 45	< 12
Arid & Semi Arid	< 55	< 20

2. Sub Grade in Road Structure Cross Section:

3. Base Courses in Road Structure Cross Section

- It is the layer immediately under the wearing surface (Applied whether the wearing surface is bituminous or cement concrete and whether its a thick or thin bituminous layer).
- As base course lies close under the pavement surface it is subjected to severe loading. The material in a base course must be of extremely high quality and its construction must be done carefully. The **LA Abrasion test** can determine the quality of the aggregate for this purpose.

a. Types of Base Course

1. Granular Base Course:

It is a mixture of soil particles ranging in size from coarse to fine. Processing involves crushing oversized particles and screening where it is necessary to secure the desired grading. The requirements of a satisfactory soil aggregate surface are;

- Stability
- Resistance to abrasion
- Resistance to penetration of water
- Capillary properties to replace moisture lost by surface evaporation upon the addition of wearing course requirement change.

2. Macadam Base:

Successive layers of crushed rock mechanically locked by rolling and bonded by stone screening (rock dust, stone chips etc).

3. In-water bound Macadam:

The crushed stones are laid, shaped and compacted and then finer materials are added and washed into surface to provide a dense material.

4. Treated Bases:

Compose of mineral aggregate and additive to make them strong or more resistant to moisture. Among the treating agents is bitumen.

4. Surface/Wearing Course in pavement cross section:

The top layers of pavement which is in direct contact with the wheel of the vehicle. Usually constructed of material in which bitumen is used as binder materials.

a. Bituminous Pavement:

Consists of combination of mineral aggregate with bituminous binder ranging from inexpensive surface treatment $\frac{1}{4}$ in or less thick to asphaltic concrete. For good service throughout the full life, bituminous pavement must retain the following qualities:

- Freedom from cracking or raveling.
- Resistance to weather including the effect of surface water heat and cold.
- Resistance to internal moisture, particularly to water vapors.
- Tight impermeable surface or porous surface (if either is needed for contained stability of underlying base or subgrade).
- Smooth riding and non skidding surface.

The design should be done so that to meet the above requirements for considerable number of years (need proper design and construction supervision). Pavements meeting all the requirements above can be produced if these construction processes are followed:

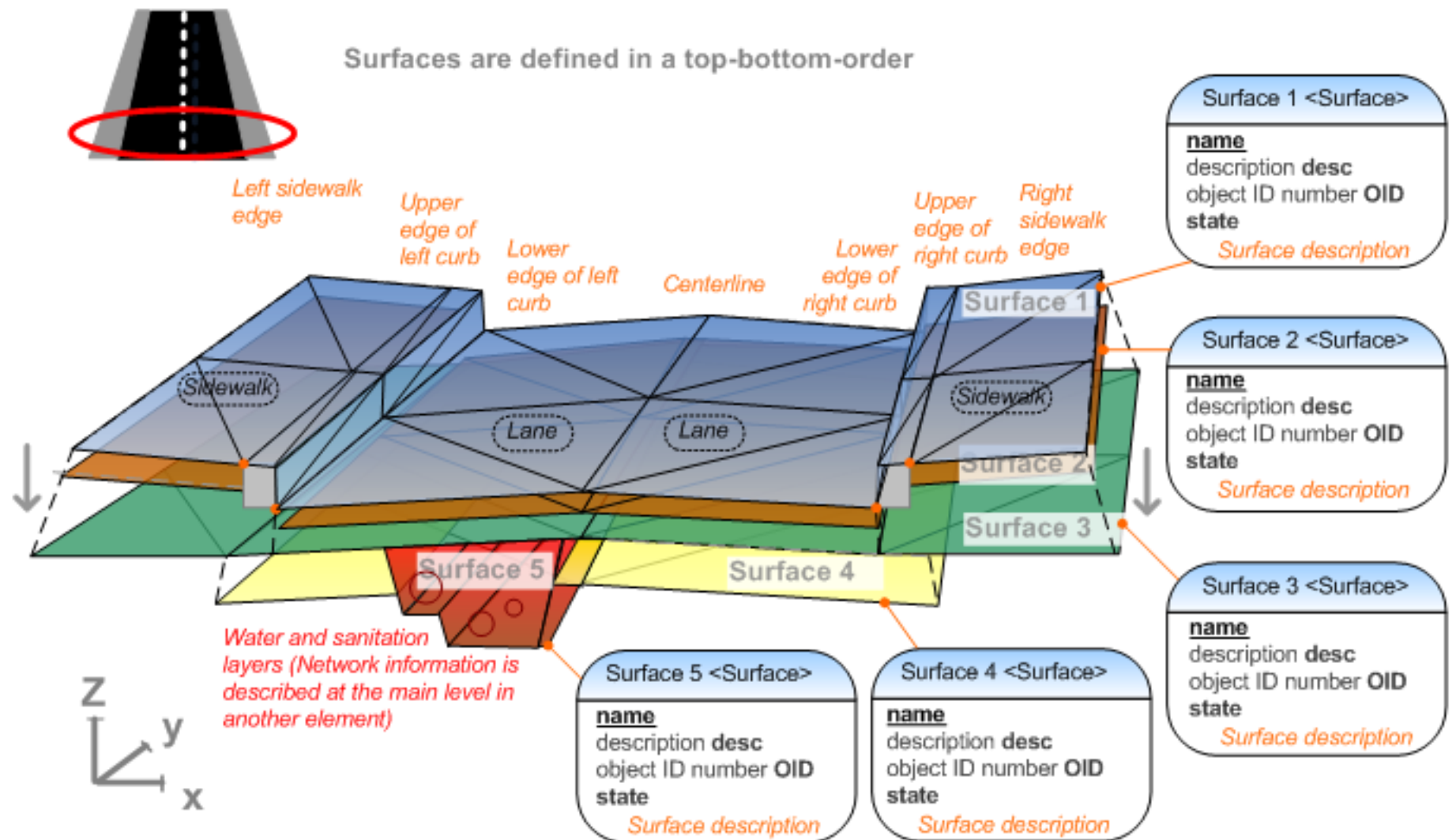
- Heat a viscous bituminous binder to make it fluid. Then in a plant, mix it with heated aggregate. Place and compact the mixture while it is hot.
- Use fluid bituminous binder. Mix it with aggregate at normal temperature. Mixing may be done at a plant (plant mix) or on the prepared roadway base (road mix). Spread and compact the mixture at normal temperature.

- Add solvent such as naphtha or kerosene to a viscous bituminous binder to make it fluid with aggregate at normal temperature by either plant or road mix methods. Spread and compact at normal temperature before solvent evaporates.
- Use fluid emulsion of viscous bituminous binder in water. Mix it with aggregate at normal temperature by either plant or road mix method. Spread and compact at normal temperature before the emulsion breaks down with its components.
- Spread and compact clean crushed aggregate as for water bound macadam. Over it, spray heated dissolved or emulsified bituminous binder which penetrates open areas of the rock and binds the aggregate together. This is commonly called "Penetration Method".
- Spread bituminous binder over the roadway surface then cover it with properly selected aggregate. This is commonly called the "Inverted Penetration Method".

Selections based on the requirements and economy, large volume of heavy vehicles, low traffic volume etc.



Sample street structural model



Attn: Committee Members:

I know you have been inundated with a plethora of information regarding the purposed Parker Knoll subdivision. To avoid giving you yet another novel of notes, I will simplify my points to the core issues of this debate.

The crux of the matter is that Icon Construction is trying to create their own definition of “structure” such that said definition excludes “roads”. By doing so, Icon avoids their subdivision proposal from going in front of the peoples vote for a third time. As you know it has been defeated in the two prior votes.

The state of Oregon along with many other governing bodies at all levels are very clear in their definitions of a “structure”:

ORS 310.140 - Legislative findings – definitions

(q) "Structure" means any temporary or permanent building or improvement to real property of any kind that is constructed on or attached to real property, whether above, on or beneath the surface

<https://www.oregonlaws.org/ors/310.140>

Oregon Residential Specialty Code – Part II Definitions, Page 10 – STRCUTURE. That which is built or constructed.

<https://codes.iccsafe.org/public/chapter/content/6789/>

Oregon Structural Code – Chapter 2 Definitions, Page 44 - STRCUTURE. That which is built or constructed.

http://ecodes.biz/ecodes_support/free_resources/Oregon/14_Structural/PDFs/Chapter%202%20-%20Definitions.pdf

International Zoning Code – Section 202 General Definitions – (A) STRCUTURE. That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

<https://codes.iccsafe.org/public/document/code/557/9891436>

Oregon City Municipal Code – OCMC 17.04.1215 – STRCUTURE. Anything constructed or erected that requires location on the ground.

As you can see in five different State and City definitions, NOT ONE of them has verbiage that excludes “roads” under the definition of a structure. In fact a road is a very complex structure. This quote from The Institution of Structural Engineers very eloquently sums it up.

The Road as a Structure

THE average man would probably say that a road is not a structure, but indeed it is a very complex one. In all forms of structural engineering where the engineer is concerned to overcome the forces of nature, his problem commences at the bottom, whether the structure is a bridge, a road, or a skyscraper. The security and permanence of his foundations control the life of the structure, and in no form of engineering is this truer than in the building of a highway.

H.E. Brooke-Bradley

Icon Construction’s other point that a road cannot be a structure due to it not being vertical, is also false:

A road is a structure that lies beneath, on and above the ground surface. Engineers must determine many factors before a road can be constructed. There is excavation, drainage and environmental concerns. You have a substructure foundation beneath that must include drainage considerations. A substantial road bed constructed of multiple fill layers requires structural engineering to determine weight and load capacities. The final layer itself is above the surface to allow for proper drainage and water shed. Also the curbing and sidewalks are definitely ABOVE the surface. These are all part of the road structure. It doesn't matter about the above vertical. It's above, on and beneath.

By Icon Construction’s definition, underground parking structures would not be structures. Underground houses would not be structures. Sewer systems would not be structures, bunkers, subways, etc etc.

It is called road con-STRUCTION. It requires civil, geologic, environmental, highway, transportation, and STRUCTURAL engineers. The root of the word construction is structure.

You don't paint a road on the ground, you construct it because it is in fact a very complex structure.

Since there is no clear definition in the Charter of what a structure is, a definition must be chosen from one of the five City and State definitions provided. The state definition carries the most weight from a legal perspective. However, in every one of those definitions, a structure is well defined and would include roads. Thus the public should again be able to vote on a structure being constructed on park land. Thank you.

Philip Abraham

[Home](#) / I-Codes

2015 International Zoning Code

CHAPTER 2 DEFINITIONS

sponsored or supported by a jurisdiction-based nonprofit organization.

SITE PLAN. A plan that outlines the use and development of any tract of land.

[BG] SLEEPING UNIT. A room or space in which people sleep, which can also include permanent provisions for living, eating and either sanitation or *kitchen* facilities, but not both. Such rooms and spaces that are also part of a *dwelling unit* are not sleeping units.

[BG] STORY. That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost *story* shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a usable or unused under-floor space is more than 6 feet (1829 mm) above *grade* as defined herein for more than 50 percent of the total perimeter or is more than 12 feet (3658 mm) above *grade* as defined herein at any point, such usable or unused under-floor space shall be considered as a *story*.

STREET. Any thoroughfare or *public way* not less than 16 feet (4877 mm) in width which has been dedicated.

STREET, PRIVATE. A right-of-way or *easement* in private ownership, not dedicated or maintained as a public street, which affords the principal means of access to two or more sites.

[A] STRUCTURE. That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

SUBDIVISION. The division of a tract, lot or parcel of land into two or more lots, plats, sites or other divisions of land.

TEMPORARY SIGN. See Section 1002.1.

THEATER. A building used primarily for the presentation of live stage productions, performances or motion pictures.

UNDER CANOPY SIGN OR UNDER MARQUEE SIGN. See Section 1002.1.

USE. The activity occurring on a lot or parcel for which land or a building is arranged, designed or intended, or for which land or a building is or may be occupied, including all accessory uses.

USE, CHANGE OF. The change within the classified use of a structure or premise.

USE, NONCONFORMING. A use that lawfully occupied a building or land at the time this code became effective, which has been lawfully continued and which does not now conform to the use regulations.

USE, PRINCIPAL. A use that fulfills a primary function of a household, establishment, institution or other entity.

USE, TEMPORARY. A use that is authorized by this code to be conducted for a fixed period of time. Temporary uses are characterized by such activities as the sale of agricultural products, contractors' offices and equipment sheds, fireworks, carnivals, flea markets, and garage sales.

V SIGN. See Section 1002.1.

BACK TO TOP

LIVE CHAT

2015 ORS 310.140¹

Legislative findings

• definitions

- (1) The Legislative Assembly finds that Article XI, section 11b, of the Oregon Constitution, was drafted by citizens and placed before the voters of the State of Oregon by initiative petition. Article XI, section 11b, of the Oregon Constitution, uses terms that do not have established legal meanings and require definition by the Legislative Assembly. Article XI, section 11b, of the Oregon Constitution, was amended by Article XI, section 11 (11), of the Oregon Constitution. This section is intended to interpret the terms of Article XI, section 11b, of the Oregon Constitution, as originally adopted and as amended by Article XI, section 11 (11), of the Oregon Constitution, consistent with the intent of the people in adopting these provisions, so that the provisions of Article XI, section 11b, of the Oregon Constitution, may be given effect uniformly throughout the State of Oregon, with minimal confusion and misunderstanding by citizens and affected units of government. As used in the revenue and tax laws of this state, and for purposes of Article XI, section 11b, of the Oregon Constitution:
- (a) (A) "Actual cost" means all direct or indirect costs incurred by a government unit in order to deliver goods or services or to undertake a capital construction project. The "actual cost" of providing goods or services to a property or property owner includes the average cost or an allocated portion of the total amount of the actual cost of making a good or service available to the property or property owner, whether stated as a minimum, fixed or variable amount.
- (B) "Actual cost" includes, but is not limited to, the costs of labor, materials, supplies, equipment rental, property acquisition, permits, engineering, financing, reasonable program delinquencies, return on investment, required fees, insurance, administration, accounting, depreciation, amortization, operation, maintenance, repair or replacement and debt service, including debt service payments or payments into reserve accounts for debt service and payment of amounts necessary to meet debt service coverage requirements.
- (b) "Assessment for local improvement" means any tax, fee, charge or assessment that does not exceed the actual cost incurred by a unit of government for design, construction and financing of a local improvement.

(c) "Bonded indebtedness" means any formally executed written agreement representing a promise by a unit of government to pay to another a specified sum of money, at a specified date or dates at least one year in the future.

(d) (A) "Capital construction" means, for bonded indebtedness issued prior to December 5, 1996, and for the proceeds of any bonded indebtedness approved by electors prior to December 5, 1996, that were spent or contractually obligated to be spent prior to June 20, 1997, the construction, modification, replacement, repair, remodeling or renovation of a structure, or addition to a structure, that is expected to have a useful life of more than one year, and includes, but is not limited to:

(i) Acquisition of land, or a legal interest in land, in conjunction with the capital construction of a structure.

(ii) Acquisition, installation of machinery or equipment, furnishings or materials that will become an integral part of a structure.

(iii) Activities related to the capital construction, including planning, design, authorizing, issuing, carrying or repaying interim or permanent financing, research, land use and environmental impact studies, acquisition of permits or licenses or other services connected with the construction.

(iv) Acquisition of existing structures, or legal interests in structures, in conjunction with the capital construction.

(B) "Capital construction," for bonded indebtedness issued on or after December 5, 1996, except for the proceeds of any bonded indebtedness approved by electors prior to December 5, 1996, that were spent or contractually obligated to be spent before June 20, 1997, has the meaning given that term in subparagraph (A) of this paragraph except as provided in subparagraphs (C) and (D) of this paragraph.

(C) "Capital construction" includes public safety and law enforcement vehicles with a projected useful life of five years or more.

(D) "Capital construction" does not include:

(i) Maintenance and repairs, the need for which could be reasonably anticipated;

(ii) Supplies and equipment that are not intrinsic to the structure; **or**

(iii) Furnishings, unless the furnishings are acquired in connection with the acquisition, construction, remodeling or renovation of a structure, or the repair of a structure that is required because of damage or destruction of the structure.

(e) (A) "Capital costs" means costs of land and of other assets having a useful life of more than one year, including costs associated with acquisition, construction, improvement, remodeling, furnishing, equipping, maintenance or repair.

(B) "Capital costs" does not include costs of routine maintenance or supplies.

(f) (A) "Capital improvements" means, for bonded indebtedness issued prior to December 5, 1996, and for the proceeds of any bonded indebtedness approved by electors before December 5, 1996, that were spent or contractually obligated to be spent before June 20, 1997, land, structures, facilities, personal property that is functionally related and subordinate to real property, machinery, equipment or furnishings having a useful life longer than one year.

(B) "Capital improvements," for bonded indebtedness issued on or after December 5, 1996, except for the proceeds of any bonded indebtedness approved by electors prior to December 5, 1996, that were spent or contractually obligated to be spent before June 20, 1997, has the meaning given that term in subparagraph (A) of this paragraph except as provided in subparagraphs (C) and (D) of this paragraph.

(C) "Capital improvements" includes public safety and law enforcement vehicles with a projected useful life of five years or more.

(D) "Capital improvements" does not include:

(i) Maintenance and repairs, the need for which could be reasonably anticipated;

(ii) Supplies and equipment that are not intrinsic to the structure; **or**

(iii) Furnishings, unless the furnishings are acquired in connection with the acquisition, construction, remodeling or renovation of a structure, or the repair of a structure that is required because of damage or destruction of the structure.

(g) "Direct consequence of ownership" means that the obligation of the owner of property to pay a tax arises solely because that person is the owner of the property, and the obligation to pay the tax arises as an immediate and necessary result of that ownership without respect to any other intervening transaction, condition or event.

(h) (A) "Exempt bonded indebtedness" means:

(i) Bonded indebtedness authorized by a specific provision of the Oregon Constitution;

(ii) Bonded indebtedness incurred or to be incurred for capital construction or capital improvements that was issued as a general obligation of the issuing governmental unit on or before November 6, 1990;

(iii) Bonded indebtedness incurred or to be incurred for capital construction or capital improvements that was issued as a general obligation of the issuing governmental unit after November 6, 1990, with the approval of the electors of the issuing governmental unit prior to December 5, 1996;

(iv) Bonded indebtedness incurred or to be incurred for capital construction or capital improvements if the issuance of the bonds is approved by voters on or after December 5, 1996, in an election that is in compliance with the voter participation requirements of Article XI, section 11 (8), of the Oregon Constitution, or if the issuance of the bonds is approved by voters on or after December 4, 2008, in an election that is in compliance with the voter participation requirements of Article XI, section 11 (8), of the Oregon Constitution, as limited by Article XI, section 11k, of the Oregon Constitution; **or**

(v) Bonded indebtedness incurred or to be incurred for capital costs on or after January 1, 2011, if the issuance of the bonds is approved by voters in an election that is in compliance with the voter participation requirements of Article XI, section 11 (8), of the Oregon Constitution, as limited by Article XI, section 11k, of the Oregon Constitution.

(B) "Exempt bonded indebtedness" includes bonded indebtedness issued to refund or refinance any bonded indebtedness described in subparagraph (A) of this paragraph.

(i) "Incurred charge" means a charge imposed by a unit of government on property or upon a property owner that does not exceed the actual cost of providing goods or services and that can be controlled or avoided by the property owner because:

(A) The charge is based on the quantity of the goods or services used, and the owner has direct control over the quantity;

(B) The goods or services are provided only on the specific request of the property owner; **or**

(C) The goods or services are provided by the government unit only after the individual property owner has failed to meet routine obligations of ownership of the affected property, and such action is deemed necessary by an appropriate government unit to enforce regulations pertaining to health or safety.

(j) "Local improvement" means a capital construction project, or part thereof, undertaken by a local government, pursuant to ORS 223.387 (Description of real property) to 223.399 (Powers of local government concerning assessments for local improvements) and 223.680 (Local government programs to finance energy

improvements to real property), or pursuant to a local ordinance or resolution prescribing the procedure to be followed in making local assessments for benefits from a local improvement upon the lots that have been benefited by all or a part of the improvement:

- (A) That provides a special benefit only to specific properties or rectifies a problem caused by specific properties;
 - (B) The costs of which are assessed against those properties in a single assessment upon the completion of the project; **and**
 - (C) For which the property owner may elect to make payment of the assessment plus appropriate interest over a period of at least 10 years.
- (k) (A) "Maintenance and repairs, the need for which could be reasonably anticipated" means activities, the type of which may be deducted as an expense under the provisions of the federal Internal Revenue Code, as defined in ORS 305.842 (Application of Internal Revenue Code to certain property tax laws), that keep the property in ordinarily efficient operating condition and that do not add materially to the value of the property nor appreciably prolong the life of the property.
- (B) "Maintenance and repairs, the need for which could be reasonably anticipated" does not include:
 - (i) Maintenance and repair of property that is required by damage, destruction or defect in design, or that was otherwise not reasonably expected at the time the property was constructed or acquired, or the addition of material that is in the nature of the replacement of property and that arrests the deterioration or appreciably prolongs the useful life of the property; **and**
 - (ii) Street and highway construction, overlay and reconstruction.
 - (L) "Projected useful life" means the useful life, as reasonably estimated by the unit of government undertaking the capital construction or capital improvement project, beginning with the date the property was acquired, constructed or reconstructed and based on the property's condition at the time the property was acquired, constructed or reconstructed.
 - (m) "Routine obligations of ownership" means a standard of operation, maintenance, use or care of property established by law, or if established by custom or common law, a standard that is reasonable for the type of property affected.
 - (n) "Single assessment" means the complete assessment process, including preassessment, assessment or reassessment, for any local improvement authorized

by ORS 223.387 (Description of real property) to 223.399 (Powers of local government concerning assessments for local improvements) and 223.680 (Local government programs to finance energy improvements to real property), or a local ordinance or resolution that provides the procedure to be followed in making local assessments for benefits from a local improvement upon lots that have been benefited by all or part of the improvement.

(o) "Special benefit only to specific properties" shall have the same meaning as "special and peculiar benefit" as that term is used in ORS 223.389 (Procedure in making local assessments for local improvements).

(p) "Specific request" means:

(A) An affirmative act by a property owner to seek or obtain delivery of goods or services;

(B) An affirmative act by a property owner, the legal consequence of which is to cause the delivery of goods or services to the property owner; **or**

(C) Failure of an owner of property to change a request for goods or services made by a prior owner of the property.

(q) "Structure" means any temporary or permanent building or improvement to real property of any kind that is constructed on or attached to real property, whether above, on or beneath the surface.

(r) "Supplies and equipment intrinsic to a structure" means the supplies and equipment that are necessary to permit a structure to perform the functions for which the structure was constructed, or that will, upon installation, constitute fixtures considered to be part of the real property that is comprised, in whole or part, of the structure and land supporting the structure.

(s) "Tax on property" means any tax, fee, charge or assessment imposed by any government unit upon property or upon a property owner as a direct consequence of ownership of that property, but does not include incurred charges or assessments for local improvements. As used in this paragraph, "property" means real or tangible personal property, and intangible property that is part of a unit of real or tangible personal property to the extent that such intangible property is subject to a tax on property.

(2) For purposes of subsection (1)(i) of this section, an owner of property may control or avoid an incurred charge if the owner is capable of taking action to affect the amount of a charge that is or will be imposed or to avoid imposition of a charge even if the owner must incur expense in so doing.

- (3)** For purposes of subsection (1)(i)(A) of this section, an owner of property has direct control over the quantity of goods or services if the owner of property has the ability, whether or not that ability is exercised, to determine the quantity of goods or services provided or to be provided.
- (4)** For purposes of subsection (1)(j) of this section, the status of a capital construction project as a local improvement is not affected by the accrual of a general benefit to property other than the property receiving the special benefit. [1991 c.459 §210; 1997 c.541 §258; 1999 c.21 §25; 1999 c.90 §33; 2001 c.660 §28; 2003 c.46 §24; 2003 c.77 §6; 2003 c.195 §23; 2003 c.802 §63; 2005 c.832 §18; 2007 c.614 §6; 2007 c.783 §125; 2008 c.45 §7; 2009 c.5 §17; 2009 c.909 §17; 2010 c.82 §17; 2011 c.7 §17; 2012 c.31 §17; 2013 c.377 §17; 2013 c.491 §1; 2014 c.52 §19]

¹ Legislative Counsel Committee, *CHAPTER 310—Property Tax Rates and Amounts; Tax Limitations; Tax Reduction Programs*, https://www.oregonlegislature.gov/bills_laws/ors/-ors310.html (2015) (last accessed Jul. 16, 2016).

Required strength. Strength of a member or cross section required to resist *factored loads*.

STRENGTH (For Chapter 16).

Nominal strength. The capacity of a structure or member to resist the effects of *loads*, as determined by computations using *specified* material strengths and dimensions and equations derived from accepted principles of structural mechanics or by field tests or laboratory tests of scaled models, allowing for modeling effects and differences between laboratory and field conditions.

Required strength. Strength of a member, cross section or connection required to resist *factored loads* or related internal moments and forces in such combinations as stipulated by these provisions.

Strength Design. A method of proportioning structural members such that the computed forces produced in the members by *factored loads* do not exceed the member design strength [also called “*load and resistance factor design*” (LRFD)]. The term “strength design” is used in the design of concrete and *masonry* structural elements.

STRUCTURAL COMPOSITE LUMBER. Structural member manufactured using wood elements bonded together with exterior adhesives. Examples of structural composite lumber are:

Laminated strand lumber (LSL). A composite of wood strand elements with wood fibers primarily oriented along

ments. Structural observation does not include or waive the responsibility for the inspection required by Section 110, 1705 or other sections of this code.

STRUCTURE. That which is built or constructed. A structure may contain one or more buildings separated by fire-rated construction elements in accordance with prevailing building codes.

SUBDIAPHRAGM. A portion of a larger wood *diaphragm* designed to anchor and transfer local forces to primary *diaphragm* struts and the main *diaphragm*.

SUBGRADE. The soil prepared and compacted to support a structure.

SUBMEMBRANE DEPRESSURIZATION SYSTEM. A system designed to achieve lower-submembrane air pressure relative to crawl space air pressure by use of a vent drawing air from beneath the soil-gas-retarder membrane.

SUBSLAB DEPRESSURIZATION SYSTEM.

Active. A system designed to achieve lower subslab air pressure relative to indoor air pressure by use of a fan-powered vent drawing air from beneath the slab.

Passive. A system designed to achieve lower subslab air pressure relative to indoor air pressure by use of a vent pipe routed through the conditioned space of a building and connecting the subslab area with outdoor air, thereby relying on the convective flow of air upward in the vent to draw air from beneath the slab.

2014 Oregon Residential Specialty Code

CHAPTER 2 - DEFINITIONS

50 percent of the total perimeter or is more than 12 feet (3658 mm) above grade, as defined herein, at any point, such usable or unusable underfloor space shall be considered as a story.

STRUCTURAL INSULATED PANEL (SIP). A structural sandwich panel that consists of a light-weight foam plastic core securely laminated between two thin, rigid wood structural panel facings.

STRUCTURALLY DEPENDENT BUILDING. A building in which individual dwelling units are designed to rely on adjacent units for structural support of vertical or lateral loads.

STRUCTURALLY INDEPENDENT BUILDING. A building where individual dwelling units meet the requirements of Section R302.2.5 and are designed to have independent vertical and lateral load resisting systems capable of resisting all applied directional loads.

STRUCTURE. That which is built or constructed.

SUBSOIL DRAIN. A drain that collects subsurface water or seepage water and conveys such water to a place of disposal.

SUNROOM. A one-story structure attached to a *dwelling* with a *glazing area* in excess of 40 percent of the gross area of the structure's *exterior walls* and roof.

SUPPLY AIR. Air delivered to a *conditioned space* through ducts or plenums from the heat exchanger of a heating, cooling or ventilating system.

SUPPORTS. Devices for supporting, hanging and securing pipes, fixtures and *equipment*.

TERMITE-RESISTANT MATERIAL. Pressure-preservative treated wood in accordance with the AWP standards in Section R318.1, naturally durable termite-resistant wood, steel, concrete, masonry or other *approved material*.

THERMAL ISOLATION. A separation of conditioned spaces, between a sunroom addition and a dwelling unit, consisting of existing or new wall(s), doors, and/or windows.

THERMAL RESISTANCE, R-VALUE. See Chapter 11 for definition of "Thermal resistance (R)."

U-FACTOR, THERMAL TRANSMITTANCE. See Chapter 11 for definition of "Thermal transmittance."

UNDERLAYMENT. One or more layers of felt, sheathing paper, nonbituminous saturated felt, or other *approved material* over which a steep-slope roof covering is applied.

VAPOR PERMEABLE MEMBRANE. A material or covering having a permeance rating of 5 perms ($2.9 \cdot 10^{-10} \text{ kg/Pa} \cdot \text{s} \cdot \text{m}^2$) or greater, when tested in accordance with the desiccant method using Procedure A of ASTM E 96. A vapor permeable material permits the passage of moisture vapor.

VAPOR RETARDER. A vapor resistant material, membrane or covering such as foil, plastic sheeting, or insulation facing having a permeance rating of 1 perm ($5.7 \cdot 10^{-11} \text{ kg/Pa} \cdot \text{s} \cdot \text{m}^2$) or less, when tested in accordance with the desiccant method using Procedure A of ASTM E96. Vapor retarders limit the amount of moisture vapor that passes through a material.

VAPOR RETARDER CLASS. A measure of the ability of a material or assembly to limit the amount of moisture that passes through that material or assembly. Vapor retarder class shall be defined using the desiccant method with Procedure A of ASTM E96 as follows:

Class I: 0.1 perm or less

Class II: $0.1 < \text{perm} \leq 1.0$ perm

Class III: $1.0 < \text{perm} \leq 10$ perm

VEHICULAR ACCESS DOOR. A door that is used primarily for vehicular traffic at entrances of buildings such as garages and parking lots, and that is not generally used for pedestrian traffic.

VENT. A passageway for conveying flue gases from fuel-fired *appliances*, or their vent connectors, to the outside atmosphere.

VENT COLLAR. See "Flue collar."

VENT CONNECTOR. That portion of a venting system which connects the flue collar or draft hood of an *appliance* to a vent.

VENT DAMPER DEVICE, AUTOMATIC. A device

Laura Terway

From: William Gifford <William@smALLFLAGs.com>
Sent: Monday, October 09, 2017 9:25 PM
To: Laura Terway; Tony Konkol; Brian Shaw; Dan Holladay; Frank O'Donnell; Nancy Ide; Renate Mengelberg
Cc: 'Roy and Anna Harris'; 'Vern Johnson'; rickgivens@gmail.com
Subject: TP 17-02 Eleven Lot Subdivision (Parker Knoll)
Attachments: Letter of support for Parker Knoll.pdf

Kindly refer to the attached letter regarding feedback from the Hillendale and Tower Vista Neighborhood Associations regarding TP 17-02 Eleven Lot Subdivision (Parker Knoll). Thank you for your attention to this.

William Gifford 503.723.3456
Land Use Chair
Hillendale Neighborhood Association



October 9, 2017

Community Development – Planning
221 Molalla Avenue, Suite 200
Oregon City OR 97045-3073

RE: TP 17-02 Eleven Lot Subdivision (Parker Knoll)

On October 3, 2017, the Hillendale and Tower Vista Neighborhood Associations held their joint quarterly General Membership meeting. This meeting was aggressively “marketed” on social media and resulted in some new attendees. Featured presenter was Rick Givens, Planning Consultant, for the proposed Parker Knoll subdivision (TP- 17-02). Representatives of the developer, Icon Construction and Development, were also present to address questions of the neighbors.

The design presented was found to be significantly different that the one that voters rejected last election. Among other differences, by the reduction of the number of developable lots and moving of utilities onto the site rather than in the right-of-way, the new design substantially reduces the impact to Wesley Lynn Park.

After discussion, it was unanimously agreed by all attendees from both Neighborhood Associations that there was no objection to the revised plan. Further, they directed me to advise Community Development – Planning and the City Commission by this letter that the newly proposed design is, firstly, not what was voted upon in 2016: there should be no perception that the City Commission is “going around” the will of the voters. Secondly, to reiterate, there is no objection to this subdivision and we suggest the City Commission permit its development.

Thank you for the opportunity for the HNA and the TVNA to weigh in on this important addition to our community.



William Gifford
Hillendale Neighborhood Association
Land Use Chair

Oregon City City Council
9/11/2017

RECEIVED
SEP 13 2017

BY: Need

At this time we oppose any reduction of park property in Wesley Lynn Park. Recent home development along and near Leland road is increasing the population of park users in the area. We often use Oregon City parks to exercise our dog and ourselves. Wesley Lynn is our favorite. Our grandchildren enjoy it too.

Kenneth N Hall



Margaret A Hall



296 Amanda Court
Oregon City, Or. 97045

Laura Terway

From: Darren Gusdorf <darren@iconconstruction.net>
Sent: Wednesday, September 13, 2017 1:15 PM
To: Laura Terway
Cc: Mark Handris; Rick Givens (rickgivens@gmail.com); Robinson, Michael C. (Perkins Coie)
Subject: FW: parker knoll neighborhood meeting
Attachments: image001.png

Hi Laura,

Just sending you and FYI... We're meeting with Hillendale and Tower Vista Neighborhoods on October 3rd to share with them the new layout and explain the differences between our prior application and our new one. Hoping to clear up some misunderstandings about voter approval and our project in whole.

Thanks,

Darren Gusdorf

General Manager - Commercial & Residential Division
ICON Construction & Development, LLC #150499
1980 Willamette Falls Drive, Suite 200 | West Linn, OR 97068
503.657.0406 office | 503.655.5991 fax

darren@iconconstruction.net

www.iconconstruction.net



From: Rick Givens [mailto:rickgivens@gmail.com]
Sent: Wednesday, September 13, 2017 11:09 AM
To: Darren Gusdorf <darren@iconconstruction.net>; Mark Handris <mark@iconconstruction.net>; Robinson, Michael C. (Perkins Coie) <MRobinson@perkinscoie.com>
Subject: Re: parker knoll neighborhood meeting

The meeting is set for October 3rd at the joint meeting of the Hillendale and Tower Vista Neighborhoods. They meet at Living Hope Church - 19691 Meyers Road, Oregon City, 7:00PM.

On Wed, Sep 13, 2017 at 10:31 AM Robinson, Michael C. (Perkins Coie) <MRobinson@perkinscoie.com> wrote:

Thanks, Mark

Michael C. Robinson | Perkins Coie LLP

PARTNER

1120 N.W. Couch Street Tenth Floor

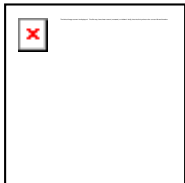
Portland, OR 97209-4128

D. +1.503.727.2264

C. +1.503.407.2578

F. +1.503.346.2264

E. MRobinson@perkinscoie.com



Selected as 2014 "Law Firm of the Year"
in Litigation - Land Use & Zoning by
U.S. News – Best Lawyers® "Best Law Firms"

From: Mark Handris [mailto:mark@iconconstruction.net]

Sent: Wednesday, September 13, 2017 10:11 AM

To: Rick Givens (rickgivens@gmail.com); Darren Gusdorf; Robinson, Michael C. (POR)

Subject: parker knoll neighborhood meeting

Rick, Can you set up a neighborhood meeting or at least get us on the next meeting agenda to answer questions about the Parker Knoll/Wesley Lynn park subdivision. We feel it would be good to dispel some of the wrong information out there. I would want the person that wrote the article in the paper to be notified as well. We are doing this more to help the commission and give the commission cover because of the disinformation out there. Right now it is a lose lose for the commission because when/if they find for us they are going to be seen as pandering to development when they are actually just following logic and law. If we can get better information out there it may help the commission and lesson the likely hood of a LUBA appeal. Thanks

Mark Handris, Owner

iCON Construction & Development, LLC #150499

1980 Willamette Falls Drive, Suite 200 | West Linn, OR 97068

503.657.0406 office | 503.655.5991 fax

Mark@iconconstruction.net



NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

--

Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
Office: (503) 479-0097
Cell: (503) 351-8204



Oregon City Commissioners

This letter is in regards to the property that is Wesley Lynn Park. It seems that the Commissioners want to call up the matter again after having it voted down 3 times. Renete Merglberg agreed to call up the issue again. I know I Con Construction and Warren Gurdorf is nothing but a big bully as he has made a big mess on McCord Road with all the construction in front of my home. He wants it his way well I fought him to and instead of a bunch of homes right next to my place it is a wild life refuge. I want to testify at the next meeting and speak in front of the Commissioners at the Oct 19th meeting. Why is Renete even agreeing to another hearing. The people have already spoken 3 times that should be enough. Tell I Con to leave the park alone. I & my daughter walk it all the time. A Concerned Citizen of the City
Holores Merndin

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,

to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Melissa Durham
Name

12740 Undsay Avenue OC OR 97045
Address

P.S. we dont need another parking
lot either !!
:-)

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

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whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

JEFFERY LUNHAM
Name

12746 LINDSAY ANNE LN. UC OR 97045
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,

to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Lyndsay & Brad Johannesen Lyndsay Johannesen
Name

12920 Joys Drive Oregon City, OR 97045
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

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to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Ben Schneider

Name

12659 Pavilion Place, OC

Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

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to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT, IN ITS CURRENT FORM.
DEVELOPER, ICON CONSTRUCTION, SHOULD NOT BE ALLOWED TO USE
PUBLIC PARK FOR STREET. MAKE THEM USE THEIR OWN LAND INSTEAD
OF DRAWING FROM THE PUBLIC PURSE FOR PRIVATE GAIN.

HARLEY CANADAY

Name

13183 MILLENNIUM WAY

Address

OREGON CITY

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Anna m Wilson
Name

19310 Meyers Rd Oregon City
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Samantha Haynes 
Name

12663 Pavilion Pl, Oregon City, OR 97045
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,

to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Ryan Haynes
Name

12663 Pavilion Pl, OR 97045
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

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whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Brian & Tracy Buchholz
Name

12958 Frontier Pkwy Oregon City
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

SILVIA CLEVER

Name

12461 ROGUE RIVER WAY OREGON CITY

Address

WE HAVE ENOUGH NEW HOMES
IN THE AREA, WE NEED A PLACE
FOR KIDS AND DOGS TO PLAY!

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

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representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.



Name

183 King St Oregon City OR 97045

Address

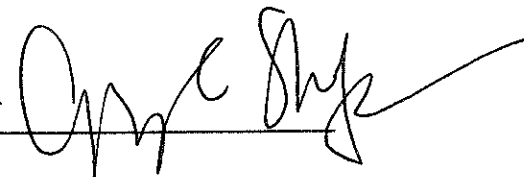
18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

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to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Angie Shroute 
Name

183 King St Oregon City, OR 97042
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Melissa Batchelor

Name

19452 Prospector Terr. Oregon City, OR 97045

Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Scott Eden

Name

12610 Joseph Way

Address

OR CITY OR 97045

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,

to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Eri Clever

Name

12461 ~~Green~~ Rogue River Way

Address

WE HAVE VOTED THIS DOWN TWICE
ALREADY!

18 July 2017

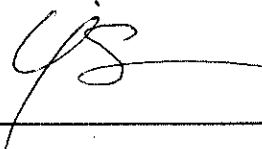
Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

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whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Cherilyn SunRidge 
Name

19293 Windmill Dr, Oregon City OR 97045
Address

Hundreds of families come to this park, from
immediate and distant neighborhoods, to avail
themselves of this beautiful space. Have you
seen them? Please retain one of our
spacious city parks. Thank you.

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Inyo Saleeby
Name

19293 Windmill dr. 97045
Address

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Joy Grate
Name
775 Cascade St
Address
OR, OR 97045

*Please do not compromise of parks.
Our parks are as important as high-end
housing.*

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,

to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Patricia Long

Name

12712 Bellamy Way

Address

Is the roadway becoming 4 lanes?

Current roads are not enough to support more traffic

Are stop lights (signals) going to be an addition?

Schools?

How about a place to walk, relax?

How about a place my eyes can "rest" and my
ears can enjoy the birds sing?

Why does anything need to be built there?

No parking lots, apartments, houses, etc

Leave the taxpayers something.

City cannot keep the roads up now and someone
wants to add more expansion? Nothing has
been accomplished on our roads except more traffic
and the addition of 5 new neighborhoods. stop!

From: [David Betensky](#)
To: [Trevor Martin](#)
Subject: Wesley Lynn
Date: Thursday, July 20, 2017 4:26:18 PM

I'm writing to you to object to the 11 home development that borders Wesley Lynn Park. Please don't cave to this build. Reject this development! We can't afford to lose park area for yet more homes. This park is a gem of the city's and losing any of its area is unacceptable. The traffic it will generate will make it unsafe for children that walk and ride bikes to and from the park as well as dogs that use the unleashed area.

David

From: [Graham, Desiree](#)
To: [Trevor Martin](#)
Subject: New Subdivision request
Date: Monday, July 24, 2017 11:24:05 AM

Mr. Martin,

I'm writing regarding the new requests for a subdivision at 19510 Leland Road.

I am objecting to this build due to how it will destroy green space attached to Wesley Linn Park. We need to consider the safety to children and their families who use this park and a lot of people use this park area. Today the field in front of the park is used extensively for dog walking, playing and running this would be sorely compromised and many people and their dogs would no longer have this wonderful area to run and fetch and play off leash. This area is used a lot and it would be very sad to see our dogs lose this space and it really compromises the whole park area.

My biggest issue with this is that the voters said NO to allowing the subdivision to be built and now our vote means nothing. I don't really care what loop hole they think they found, a vote is a vote and the people have spoken.

Please make our vote count for something. Thank you for listening and doing what you can

Desiree Graham
19383 Sliverfox Parkway
Oregon City, OR 97045

IMPORTANT NOTICE: This communication, including any attachment, contains information that may be confidential or privileged, and is intended solely for the entity or individual to whom it is addressed. If you are not the intended recipient, you should delete this message and are hereby notified that any disclosure, copying, or distribution of this message is strictly prohibited. Nothing in this email, including any attachment, is intended to be a legally binding signature.

From: [Bob Hargitt](#)
To: [Trevor Martin](#)
Subject: Leland rd. sub-div proposal
Date: Sunday, July 23, 2017 9:58:01 AM

Mr. T. Martin,

I live at 19591 Kalal Ct. My property borders the proposed 11 lot development @ 19510 Leland rd. My wife and I have lived here since 1974. We raised our kids and helped with our grand kids and it has been a wonderful place to live. We anticipated growth and saw the developments around us come in. Wesley Lynn park was a good addition and the green-way to Leland made this area an acceptable place to live. I am afraid that if the green-way is developed, the livability around here will be diminished considerably. My vote would be NO to this development application. The area in question is very frequently (daily) used by adults, children, pets and wildlife. The quantity of homes and the increase of traffic around this area requires very serious control of more developments, so that the parks and green-ways can be kept.

I watch the people and animals walking and playing in the area in question from my back deck. They are safe from traffic, have plenty of room for pets, kids, bikes, kites, older folks taking walks, moms with strollers and folks simply walking to the park. Mr. Martin please do your best to stop the loss of this last beautiful piece of property up here on the hill.

Thanks much

Bob & Nancy Hargitt
19591 Kalal Ct.
Oregon City, OR. 97045
503-656-8934
(C) 971-254-6446

From: [Karen Betensky](#)
To: [Trevor Martin](#)
Subject: Wesley Lynn purposed development
Date: Thursday, July 20, 2017 4:14:47 PM

I'm writing this email to express my CONCERN and DISAPPROVAL regarding the Icon development being purposed. I sincerely hope the planning commission rejects the request to build eleven homes in this area as it will take precious play area from our park.

If in the event the development is approved I hope a fence will be installed along the road/sidewalk making it safer for kids and dogs playing in the area.

Thank you,
Karen Betensky
503-201-3570

Sent from Karen's iPad

From: [Patricia Rovainen](#)
To: [Trevor Martin](#)
Subject: Wesley Lynn development
Date: Friday, July 21, 2017 12:20:17 PM

Hi Trevor,

I'm writing regarding the above development. I hope Oregon City does not go through with this development. I go to Wesley every week with my friends and our dogs and urge you to not let Icon develop the adjacent property. Icon is developing a parcel in my neighborhood and the first house they built, in my opinion, looks cheap and tacky and not in keeping with the homes in the area.

Wesley Lynn is a lovely park and I hate to see it ruined.

Thank you

Patricia Rovainen

18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,

to the east of Leland Rd. and Reddaway in Oregon City,
boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

Brent Everett 1/25/17
Name

12945 SE Noblewood Av
Address
OREGON CITY OR 97045

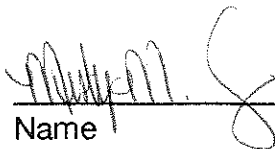
18 July 2017

Trevor Martin, Planner
Oregon City Planning Division
P.O.Box 3040
Oregon City, OR 97045

Dear Mr. Martin,

Regarding **File Numbers TP 17-02**, for an eleven-lot subdivision,
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boundaries by Wesley Linn Park,
whose applicant is Mark Handris of Icon Construction, and whose
representative is Rick Givens, Planning Consultant:

I AM OPPOSED TO THIS DEVELOPMENT.

 Misty M. Schneider
Name

12459 Ravenna Dr, Oregon City, OR 97045
Address

From: [Sarah Briggs](#)
To: [Trevor Martin](#)
Subject: TP 17-02 Eleven Lot Subdivision (Parker Knoll)
Date: Friday, July 28, 2017 12:07:06 PM

My name is Sarah Briggs and I live at 11823 Maxwell Court Oregon City. I am writing to state that I am OPPOSED to application TP 17-02 submitted by Mark Handris and Rick Givens on behalf of Icon, and that the application NOT be approved. I am specifically concerned about the impact of this proposed subdivision on the wetlands and leash free zone that are in the section of Wesley Lynn Park that is being proposed as part of this application. The voters of Oregon City said "no" to the easement that was proposed through Wesley Lynn Park last spring and as one of those voters, I did so wishing to preserve the park for our wildlife, kids and dogs. I am disappointed to learn that my "no" vote didn't effectively preserve anything and that the city does not seem to have any legal ability to stop this type of land use through the zoning and land use process. That said, I am still writing to express my opposition and I am interested in learning more about what we voters may do to work with Oregon City to help stop this kind of impact while still allowing for some REASONABLE development and growth.

Thank you for your time and attention to this matter.

Sincerely,

Sarah Briggs, Oregon City resident and active voter