

AN 16-0003 Applicant's Narrative

This annexation must satisfy three layers of regulations: state annexation law in ORS 222.170; Metro Code section 3.09 regarding boundary changes; and Oregon City Municipal Code section 14.04. Applicable substantive factors and criteria *are listed below in italics*, and the applicant's response follows in regular font.

This narrative addresses substantive factors and criteria. The procedural requirements are all satisfied as explained in the staff report.

STATE ANNEXATION LAW – ANNEXATION OF CONTIGUOUS TERRITORY

This annexation is submitted pursuant to ORS 222.170(2), commonly known as the triple majority annexation law.

222.170 Annexation by consent before public hearing or order for election; proclamation of annexation.

(2) The legislative body of the city need not call or hold an election in any contiguous territory proposed to be annexed if a majority of the electors registered in the territory proposed to be annexed consent in writing to annexation and the owners of more than half of the land in that territory consent in writing to the annexation of their land and those owners and electors file a statement of their consent with the legislative body on or before the day:

(a) The public hearing is held under ORS 222.120, if the city legislative body dispenses with submitting the question to the electors of the city.

This annexation was initiated by consent petitions of owners of 100% of the acreage (117 acres), 100% of the electors, and owners of 100% of the total assessed value of the properties (\$3,387,749.00). The petitions signed by the four property owners meet the requirement for initiation set forth in ORS 222.170(2).

Under ORS 222.111(1), as interpreted by the Court of Appeals, a "reasonableness test" is applied. We satisfy this test based on the extensive planning done already and the fact that the land is contiguous to the city limits and within the UGB.

The 2016 Oregon legislature passed Senate Bill 1573, which will be codified in ORS Chapter 222. That law authorizes the city commission to approve this annexation, notwithstanding the city charter requirement for an election. However, the SB 1573 does require that:

(a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015;

The territory is included within the City's UGB adopted by the City and Metro.

(b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city;

The territory is within the adopted Beaver Creek Road Concept Plan area, and is also subject to the city comprehensive plan.

(c) At least one lot or parcel within the territory is contiguous to the city limits or is separated from the city limits only by a public right of way or a body of water; and

Tax lot 290 is separated from the city limits only by a public right-of-way, and the other tax lots abut or are surrounded by that tax lot.

(d) The proposal conforms to all other requirements of the city's ordinances.

Compliance with city ordinances is described below.

This annexation complies with the requirements of state law.

METRO CODE

Metro Code 3.09.050(D) requires the city to apply the criteria and consider the factors set forth in section 3.09.045(D) and (E).

D. To approve a boundary change through an expedited process, the city shall:

D.1. Find that the change is consistent with expressly applicable provisions in:

D.1.a. Any applicable urban service agreement adopted pursuant to ORS 195.065;

This criterion is satisfied because there are no applicable urban service agreements adopted for the area at this time.

D.1.b. Any applicable annexation plan adopted pursuant to ORS 195.205;

This criterion is satisfied because there is no applicable annexation plan adopted for the area at this time.

D.1.c. Any applicable cooperative planning agreement adopted pursuant to ORS 195.020(2) between the affected entity and a necessary party;

The City and the County have an Urban Growth Management Agreement (UGMA) and the territory to be annexed falls within the Urban Growth Management Boundary (UGMB) identified for Oregon City and is subject to the agreement. The County agreed to adopt the City's Comprehensive Plan designations for this area, which currently is Future Urban. When property is annexed to Oregon City, it will continue to be zoned FU-10 and TBR until the new comprehensive plan and zoning are designated to implement the Beaver Creek Road Concept Plan. The Agreement presumes that land designated for future urbanization within the UGMB will ultimately annex to the City. It specifies that the city is responsible for the public facilities plan required by Oregon Administrative Rule Chapter 660, division 11.

The Agreement requires the city to send notice to the county at least 20 days prior to the first public hearing on all proposed annexations which was done. If the annexation is approved, the city will assume jurisdiction of county roads and local access roads that are within the area annexed. As a condition of jurisdiction transfer for roads not built to city street standards on the date of the final decision on the annexation, the county agrees to pay the city for the cost of a two-inch asphaltic concrete overlay over the width of the then-existing pavement; however, if the width of pavement is less than 20 feet, the sum shall be calculated for an overlay 20 feet wide. The cost of asphaltic concrete overlay to be used in the calculation shall be the average of the most current asphaltic concrete overlay projects. Arterial roads will be considered for transfer on a case-by-case basis. Terms of transfer for arterial roads will be negotiated and agreed to by both jurisdictions. The County has agreed to consent to the annexation of the Beaver Creek Road Right-of-Way and has signed the Petition and Land Use application, but the transfer in ownership of the roadway is not proposed with this application. Beaver Creek Road shall be included in the final legal description for annexation.

The UGMA also requires that public sewer and water shall be provided consistent with the relevant public facility plans.

D.1.d. Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services;

This criterion is satisfied because the annexation is consistent with the Water and Sewer Master Plans adopted pursuant to Goal 11 and the Transportation System Plan adopted pursuant to Goal 12.

More specifically, the 2012 Water Distribution System Master Plan identifies projects that will provide water service to the annexation area. Those projects include:

Pipeline project no. F-CIP-4 – New 8-inch and 12-inch pipelines (total of 5,875 feet in length) that connect to the existing system along S. Beaver Creek Road and travel north through the proposed annexation area. The project description states it is “intended to supply future growth in the area and will likely be developer driven.” Total estimated cost is \$1,133,720.

Pipeline project no. F-CIP-14 – A new 2 MG water storage facility and 10,750 feet of 16-inch pipeline extending from the storage facility on S. Wilson Road to the Fairway Downs Pump Station along S. Beaver Creek Road. This project will create storage for a newly created pressure zone in the Fairway Downs areas. A siting study will be required prior to design. Total estimated cost is \$5,687,500. More recently (May 2016), the city has provided an updated assessment of future water facilities that will be needed to serve the Concept Plan area. To serve areas above a ground elevation of 480 feet, which includes the subject annexation site, the city has identified the following future facilities: a reservoir, pump station, transmission main and main extensions to serve the Fairway Downs Pressure Zone.

The 2014 Oregon City Sanitary Sewer Master Plan identifies recommended improvements intended to accommodate future demand in the proposed annexation area. Those improvements consist of gravity sewer extensions throughout the annexation area connecting to an existing line in S. Beaver Creek Road.

The Transportation System Plan identifies the following planned improvements intended to serve the Beaver Creek area:

Project D39 – A new roundabout at the intersection of S. Beaver Creek Road and Glen Oak Road.

Project D47 – Extension of Meyers Road (planned minor arterial) through the Beaver Creek area, north of the proposed annexation site.

Project D55 – Extension of Glen Oak Road through the annexation area from Beaver Creek Road to the Meadow Lane extension. Street will be built to the Residential Collector cross section, which has three travel lanes, sidewalk/landscape strip on both sides, on-street parking and a 6-foot bike lane.

Project D56 – New east-west collector (Timbersky Way extension) connecting Beaver Creek Road to the Meadow Lane extension, which will be built to the Residential Collector cross section.

Project D59 – New north-south collector (Holly Lane extension) through the annexation area, parallel to S. Beaver Creek Road, which will be built to the Mixed-Use Collector cross section, which has three travel lanes, 10.5-foot sidewalks with tree wells on both sides, on-street parking and a 6-foot bike lane.

Project D60 – new north-south collector (Meadow Lane extension) through the annexation area, which will be built to the Mixed-Use Collector cross section.

Project D82 – Planned street upgrade to S. Beavercreek Road from Meyers Road south to the edge of the UGB. Beavercreek will be improved to the Residential Major Arterial cross-section, which has five travel lanes, sidewalks and landscape strips on both sides, on-street parking, a median and a 6-foot bike lane.

With the exception of the roundabout in Project D39, all improvements are designated as Likely to be Funded System Projects. The TSP also identifies a shared-use path extending throughout the annexation area and generally following the collector street alignments. That project is considered a Not Likely to be Funded System Project but it could be provided as development occurs.

D.1.e. Any applicable comprehensive plan;

The annexation is consistent with the city and county comprehensive plans, which both designate the subject properties for future urbanization because they are within the Metro UGB. The Beavercreek Road Concept Plan will govern development in the proposed annexation area, once acknowledged by State Department of Land Conservation and Development following the resolution of the current LUBA appeal. The Concept Plan has been adopted as an element of the Comprehensive Plan, but is not yet effective. Nevertheless, the plan does not have any provisions expressly applicable to this annexation.

The Beavercreek Road Concept Plan serves as the principal guiding land use document for annexation and urbanization of the area, and was incorporated into the legislative review and approval of four recent major public facilities master plan updates; the Water System Master Plan (2012), the Sanitary Sewer Master Plan (2014), the Transportation System Plan (2014), and the Stormwater and Grading Design Standards (2015). The applicant acknowledges the land use designations within the Beavercreek Road Concept Plan, and intends to develop in the future consistent with those designations.

The annexation area is designated FU-10 and TBR in Clackamas County's Comprehensive Plan. The Clackamas County Comprehensive Plan implements the Oregon City Comprehensive Plan for lands within the Urban Growth Boundary. The plan designation for these properties on the County's Urban Area Land Use Plan designates the properties as Urban. According to the County's Plan, "Urban areas include all land inside urban growth boundaries. Urban areas are either developed or planned to be developed with adequate supportive public services provided by cities or by special districts. Urban areas have concentrations of people, jobs, housing, and commercial activity."

The Land Use section of the Clackamas County Comprehensive Plan, Chapter 4 and Map 4-1, classifies the subject properties as Future Urban Areas, which is defined as: "Future urbanizable areas are lands within the Urban Growth Boundaries but outside Immediate Urban areas. Future Urbanizable areas are planned to be served with public sewer, but are currently lacking a provider of sewer service. Future Urbanizable areas are substantially underdeveloped and will be retained in their current use to insure future availability for urban needs. Section 4.A of the County's Plan includes several policies that address the conversion of Future Urbanizable lands to Immediate Urban lands to "Provide for an orderly and efficient transition to urban land use." and "Encourage development in areas where adequate public services and facilities can be provided in an orderly and economic way."

Finally, the County's Future Urban Policy 4.C.1 requires that the County control premature development (before services are available) by: 4.C.1.1. Applying a future urban zone with a 10-acre minimum lot size within the Portland Metropolitan UGB except those lands identified in

Subsection 7.1.b. The subject site is adjacent to the City limits of Oregon City. As described herein, public facilities and urban services can be orderly and economically provided to the subject site. Nothing in the County Plan speaks directly to criteria for annexation of property from the County to the City.

D.1.f. Any applicable concept plan; and

This criterion is satisfied because the annexation is consistent with the Beavercreek Road Concept Plan. The Concept Plan has been adopted by the city but due to a current second appeal at LUBA is not yet effective and therefore does not provide any applicable approval criteria. The appeals notwithstanding, the Beavercreek Road Concept Plan is the principal guiding land use document for annexation and urbanization of the area, was incorporated into the legislative review and approval of four recent major public facilities master plan updates; the Water System Master Plan (2012), the Sanitary Sewer Master Plan (2014), the Transportation System Plan (2014), and the Stormwater and Grading Design Standards (2015). The applicant has not applied for a comprehensive plan amendment or zone change at this time, but has acknowledges the land use designations within the Beavercreek Road Concept Plan.

D.2. Consider whether the boundary change would:

D.2.a. Promote the timely, orderly and economic provision of public facilities and services;

The annexation is very timely because the city has a substantial shortage of land available for mixed use and employment development, especially in this southeast section. The annexation is orderly because tax lot 3500 was brought into the urban growth boundary in 2004, and the other tax lots were brought into the urban growth boundary in 1979. Concept planning began shortly thereafter, the Beavercreek Road Concept Plan was adopted in 2007, and public facilities plans for all necessary infrastructure to serve the plan area are in place including water, sewer, streets, as described above.

For stormwater, on-site or sub-regional stormwater drainage, water quality, and detention facilities will be required at the time of development. The Beavercreek Road Concept Plan has extensive language on the recommended methodology to capture and treat stormwater. Additionally, the City has adopted new a Stormwater and Grading Design Standard Manual and Low Impact Development (LID) standards. When development is proposed for the subject site, the owner will be required to design a stormwater drainage plan that is consistent with these standards.

Regarding police, the area lies within the Clackamas County Service District for Enhanced Law Enforcement, which provides additional police protection to the area. The combination of the county-wide service and the service provided through the Enhanced Law Enforcement CSD results in a total level of service of approximately 1.13 officers per 1000 population. According to ORS 222.120(5) the City should provide in its approval ordinance for the automatic withdrawal of the territory from the District upon annexation to the City. Upon annexation, the Oregon City Police Department will serve the subject site. Oregon City fields approximately 1.41 officers per 1,000 people. The Police Department has a goal of four-minute emergency response, 7 to 9 minute actual, and twenty-minute non-emergency response times. As no zone change or additional development is proposed as part of this annexation application, this annexation will have a minimal impact on police services.

The proposed annexation area is currently, and will remain, within the Clackamas Fire District #1. The Clackamas Fire District provides all fire protection for Oregon City since the entire city was annexed into their district in 2007. As no zone change or additional development is proposed as part of this annexation application, this annexation will have no impact on fire protection services. Oregon Revised Statute 222.120(5) allows the City to specify that the territory be automatically withdrawn from the District upon approval of the annexation; however, based on the November 2007 fire district annexation approval, staff recommends that the properties remain within the fire district.

Emergency Medical Services to the area are provided through American Medical Response (AMR) through a contract with Clackamas County. Oregon City and the unincorporated areas surrounding Oregon City are within the AMR contract service area. Clackamas Fire District#1 provides EMS service to all areas they serve include ALS (advanced life support) staffing. This means all fire apparatus are staffing with a minimum of one firefighter/paramedic; usually there are more than one. Additionally, Clackamas Fire does provide ambulance transport when an AMR unit is not readily available. Therefore EMS services are provided from Clackamas Fire #1 with AMR being dispatched as well.

D.2.b. Affect the quality and quantity of urban services; and

This criterion is satisfied because the adopted public facilities plans identify the specific projects needed to extend utility services to and through the annexation area. These utility master plans ensure that current city services will not be adversely affected. The city and the fire district already provide all necessary urban services to the adjacent properties in the city limits, and additional urban services are not necessary.

D.2.c. Eliminate or avoid unnecessary duplication of facilities or services.

The city and county have an urban growth management agreement that describes the transition of properties from rural to urban use. When those procedures are followed, and the area is withdrawn from the Clackamas County Service District for Enhanced Law Enforcement there will not be any duplication of public facilities or services, and therefore this criterion is satisfied.

E. A city may not annex territory that lies outside the UGB, except it may annex a lot or parcel that lies partially within and partially outside the UGB.

This criterion is met because the annexing properties are entirely within the UGB.

The Metro Code also contains a second set of 10 factors that are to be considered where: 1) no ORS 195 agreements have been adopted, and 2) a necessary party is contesting the boundary change. Those 10 factors are not applicable at this time to this annexation because no necessary party has contested the proposed annexation. This criterion is not applicable.

In summary, all Metro Code requirements for the annexation are satisfied.

OCMC 14.04.050 - Annexation procedures.

7. A narrative statement explaining the conditions surrounding the proposal and addressing the factors contained in the ordinance codified in this chapter, as relevant, including:

a. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities;

This annexation satisfies this requirement. Overall, the land proposed for annexation is largely undeveloped and located within a future urban zone at the southeast edge of the city. Public facilities are available near the area but will require capacity upgrades and extension into the annexation area as planned by the city in its adopted capital facilities plans. The following is a brief summary of existing facilities.

Water: Currently, there is a 16-inch public water service line along S. Beaver Creek Road and a pump station (Fairway Downs) located near the intersection of S. Beaver Creek Road and Glen Oak Road. The city has identified several future capital improvement projects in the vicinity of the proposed annexation that are intended to serve future growth in the area. More detail about planned water improvements is provided in other Chapter 7 of the 2012 Water Distribution system Master Plan, which is incorporated herein by reference.

Sewer: Existing sanitary sewer service in the vicinity of the proposed annexation consists of a 2,400-foot trunk sewer in S. Beaver Creek Road. The trunk sewer terminates near the Oregon City High School, approximately 0.5 miles north of the subject site. The Oregon City Sanitary Sewer Master Plan (2014) identifies a number of recommended future capital improvement projects intended to serve the Concept Plan area. More detail about planned public facility improvements, specific to the approval criteria for an annexation request, is provided in other sections of this narrative.

Stormwater Drainage: The proposed annexation site slopes in several directions with two central drainages: Beaver Creek Road to the west and Thimble Creek to the east. There are no existing stormwater treatment facilities currently serving the site. Future stormwater facilities to serve anticipated development will be consistent with the city's updated stormwater master plan and design standards and will be constructed concurrently with site development after the Concept Plan becomes effective and city zoning is applied to the annexed property.

Transportation: The transportation network currently serving the proposed annexation area consists of Beaver Creek Road and a private driveway connecting to the Oregon City Golf Club and two residences on the property. Just north and west of the proposed annexation area is a private airport (Fairways Airport). The nearest available public transit (TriMet bus lines) is located at the Clackamas County Community College transit center approximately 1.4 miles from the proposed annexation area. The Oregon City Transportation System Plan (2013) (TSP) identifies future collector streets serving the proposed annexation area consistent with the network recommended in the Concept Plan. Those collector streets are designated as "Likely to be Funded System Projects." More detail about planned transportation improvements is provided elsewhere in this narrative.

Parks: There are currently no Oregon City parks in the vicinity of the proposed annexation area, although the high school and community college campuses include large areas of open space including sports fields that are utilized by area residents and visitors. The nearest park is Hillendale Park, which is about 2.8 miles from the proposed annexation area. There is an existing community trail along Glen Oak Road, extending east from OR Highway 213. That trail

currently does not connect with Beaver Creek Road or the proposed annexation area. The Beaver Creek Road Concept Plan designates a Ridge Trail along the eastern portion of the annexation area, and east of the trail is a conservation and low impact development area. In addition, the plan designates the Open Space Network to serve the annexation area, with connections between the urban areas and the natural areas in the eastern portion of the site. No specific park size, location or ownership is required to be identified at the time of annexation, however this will be required at the time an application for the development of the property is submitted.

Schools: Oregon City High School and Clackamas County Community College are both directly across the street from the proposed annexation area. The school district participated in the Beaver Creek Road Concept Plan and also submitted testimony during the recent re-adoption process for the Concept Plan. The superintendent for Oregon City School District wrote (November 17, 2015) that the district owns property adjacent to the Beaver Creek Road Concept Plan and believes this is probably adequate for the near term. The District has some current capacity at the elementary school K-5 level and high school 9-12 level. The District is near capacity at the middle school 6-8 level. The School District indicated that even with existing school property adjacent to the Beaver Creek Road Concept Plan, public financing support will be required to develop the additional capacity in the future. The District is embarking on a long-range facilities planning process to study existing and future capital needs.

b. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;

The proposal is consistent with this requirement. The above item applies to development being proposed at this time and anticipates that no development may be proposed as part of an annexation application. No development is being proposed as part of this annexation application; therefore, the above item is not applicable. As discussed elsewhere in this report, all applicable public facilities and services to serve future development of the site have been or will be made available pursuant to the adopted Public Facilities plans that the City has adopted, which take future development within the Urban Growth Boundary into account based on estimates of growth capacity for the area in question.

c. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand;

The proposal is consistent with this requirement. The above item applies to development being proposed at this time and anticipates that no development may be proposed as part of an annexation application. No development is being proposed as part of this annexation application; therefore, the above item is not applicable. As discussed elsewhere in this report, all applicable public facilities and services to serve future development of the site have been or will be made available pursuant to the adopted Public Facilities plans that the City has adopted, which take future development within the Urban Growth Boundary into account based on estimates of growth capacity for the area in question. Although not required for approval of the annexation, the City is required by law to assure that System Development Charges commensurate with the projected level of demand for public facilities are applicable and payable by new development. The Beaver Creek Road Concept Plan serves as the principal guiding land use document for annexation and urbanization of the area, and as mentioned in this report, has been relied upon and incorporated into the legislative review and approval of four recent major

public facilities master plan updates which are part of the City's Capital Improvement Program; the Water Distribution System Master Plan (2012), the Sanitary Sewer Master Plan (2014), the Transportation System Plan (2014), and the Stormwater and Grading Design Standards (2015). These facilities are mainly funded, part of the City's Capital Improvement Program, and the City is collecting System Development Charges.

Additional water facilities are required to extend service to the annexation area. The Water Distribution System Master Plan (2012) shows the extensions into the annexation area in Figure 7-1.

The Sanitary Sewer Master Plan describes two options for providing service to the area. The first is an extension to serve the whole concept plan, described in Section 5.2.3.4 which is incorporated herein by reference. The second plan would serve the south portion of the concept plan area, including the subject property, via the existing sewer in Glen Oak Road. That alternative is described in the Glen Oak Road Sewer Extensions Technical Memorandum which is Appendix I to the master plan, and is incorporated herein by reference.

The Transportation System Plan and the nascent Highway 213 & Beaver Creek Road Alternative Mobility Targets project identify city street improvements to provide additional capacity. See Figure 1 of the Kittelson memorandum of December 8, 2016 which is attached for the latest information. The adopted TSP includes similar information in Figure 2 of Section I.

The Stormwater and Grading Design Standards describe how development projects must manage their own stormwater. For the annexation area, the stormwater will be detained for treatment, with limited discharges to Thimble Creek.

d. Statement outlining method and source of financing required to provide additional facilities, if any;

The proposal is consistent with this requirement. Each of the City's recently adopted public facilities for Transportation, Sewer, and Water describe methods and sources of financing to provide such facilities to the proposed annexation area. Specific funding mechanisms are not required to be identified until the time a development is proposed.

Although not required for approval of the annexation, the City is required by law to assure that System Development Charges commensurate with the projected level of demand for public facilities are applicable and payable by new development. The Beaver Creek Road Concept Plan serves as the principal guiding land use document for annexation and urbanization of the area, and as mentioned in this report, has been relied upon and incorporated into the legislative review and approval of four recent major public facilities master plan updates which are part of the City's Capital Improvement Program; Chapter 9 of the Water Distribution System Master Plan (2012), the Sanitary Sewer Master Plan (2014), the Transportation System Plan (2014), and the Stormwater and Grading Design Standards (2015). These facilities are mainly funded, part of the City's Capital Improvement Program, and the City is collecting System Development Charges. Following development, the new property owners will become rate payers as well.

Financing of water extensions is described in Chapter 9 of the Water Distribution Master Plan (2012), incorporated herein by reference. The water system development charge includes an annual cost escalator, and the projects in Figure 7-1 which will bring water into the annexation area fully eligible to be funded from SDC reserves. The source of SDC revenue is building permits. Following completion of development, the subject properties will pay the traditional service fees as well.

For sanitary sewer, Appendix I of the Sanitary Sewer Master Plan (2014), indicates that ideally a new sewer trunk line would be extended down Beaver Creek Road, and as connections are made, the city would be reimbursed through system development charges. The appendix also describes a less expensive alternative plan which would direct flows from the south portion of the concept plan area, including the area of the annexation, west into an existing line in Glen Oak Road. That line will need upgrades to handle the increased flows, as explained in the appendix, which also can be funded with system development charges, which are sourced from building permits. Following completion of development, the subject properties will pay the traditional service fees as well.

Transportation improvement funding is detailed in Section 8 of the TSP, which reports that \$14.7 million is expected to be available for capital needs through 2035. In addition, \$109 million in SDC funds is available for collector and arterial streets during that same period, which are sourced from building permits. Local developers will be responsible for funding local streets, and after completion of development, property owners will contribute to the Transportation Utility Fee Fund.

Developers are responsible for managing their own stormwater, and at their own expense.

e. Statement of overall development concept and methods by which the physical and related social environment of the site, surrounding area and community will be enhanced;

The proposal is consistent with this requirement. The overall development concept is found in the Beaver Creek Road Concept Plan, and the annexation area is designated as the East Mixed Use Area and the West Mixed Use Area in that plan. The plan also includes designation of open space and a new street network. No development is being proposed as part of this annexation application. This will enhance the surrounding area by providing new housing opportunities, and new retail and service business opportunities, and new open space areas into the city. (Most of the commercial and industrial employment areas in the concept plan are north of the annexation area.) Future development and the application of Oregon City zoning and Comprehensive Plan designations will be reviewed for consistency with the Beaver Creek Road Concept Plan, which was developed through two-year intensive public involvement process and guided by a citizen advisory group comprised of a wide variety of stakeholders of the surrounding community.

f. Statement of potential physical, aesthetic, and related social effects of the proposed, or potential development on the community as a whole and on the small subcommunity or neighborhood of which it will become a part; and proposed actions to mitigate such negative effects, if any;

The annexation area will be developed as mixed-use neighborhood concepts established in the Concept Plan. In terms of physical effects of potential development, the annexation area will be developed with a mix of housing types and densities, and possibly some neighborhood-scale commercial uses. A new street network will be developed, along with trails, open spaces and parks. Public facilities will be extended to serve the site. The annexation site will be subject to existing city code requirements related to impacts of new development, including protection of natural resources, street design, and buffering and landscaping.

Aesthetically, future development in the Beavercreek area is intended to emphasize and protect existing natural resources and view corridors, and link them to green open spaces and active parks via a connected system of biking and walking trails. Streets will be developed using green street designs with street trees, landscape strips and integrated stormwater treatment.

Socially, the proposed annexation site will ultimately be developed to be part of a complete community, one that integrates a diverse mix of uses, including housing, services, and public spaces that are necessary to support a thriving employment center. Future development will provide a mix of housing types at a range of prices, with multi-modal connections within the site and to surrounding activity centers, including the Oregon City High School and Clackamas Community College. New streets and street improvements will be designed to maximize safety and convenience for all users, including pedestrians and cyclists. Natural resources will be managed for optimum ecological health to help protect watersheds. Overall, the annexation site will be developed in accordance with a carefully crafted vision identified in the Beavercreek Road Concept Plan that was the result of a vigorous public process and was adopted by the city to guide future growth in a way that will contribute to Oregon City as a whole.

Mitigation of potential negative effects will include creation of new retail and service businesses in a neighborhood that has few currently, plus substantial financial contributions to city infrastructure through construction of new public improvements, payment of system development charges, and payment of increased property taxes and utility fees.

g. Statement indicating the type and nature of any comprehensive plan text or map amendments, or zoning text or map amendments that may be required to complete the proposed development;

The proposal is consistent with this requirement. To complete the planned development of this site, a comprehensive plan amendment is not anticipated because the development intends to follow the Beavercreek Road Concept Plan. Zoning text and map amendments will be required, and the city desires to draft new zoning code text and create new zoning districts consistent with the concept plan. However, until those amendments are adopted, existing County FU-10 and TBR zoning will continue to apply.

