



Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, Oregon 97045

October 13, 2017

Ms. Laura Terway
Community Development Director
City of Oregon City
PO Box 3040
Oregon City, Oregon 97045

RE: TP 17-02: Parker Knoll

Dear Laura:

We received Wendy Marshall's email in response to my letter of October 12th regarding concerns that we had regarding some of the proposed conditions of approval for Parker Knoll. Based on her comments, I believe that we can resolve our concerns. We are proposing the following revisions to the conditions of approval, with language to be deleted shown in strike-through font and language to be added underlined:

2. *The 10-foot wide pedestrian path provided within the park property shall be Americans with Disabilities Act (ADA) compliant and have a ramp at the pedestrian crossing located at the intersection of Reddaway Ave and Leland Road. A 5-foot wide pedestrian path shall also be provided to establish connectivity with the sidewalk along the eastside of the proposed road that turns from Reddaway Ave toward Kalal Ct. The development shall also provide ~~a midblock pedestrian path with ADA compliant ramps from the south side of Reddaway Ave.~~ A midblock crushed rock access path, five feet in width, shall be provided from the north side of Reddaway Ave., through the filter strip, to facilitate access to the 10-foot wide pedestrian path within Wesley Park to alleviate inconvenient travel patterns for local pedestrian.*

Comment: Ms. Marshall's email indicates that she is in agreement with the analysis of pedestrian traffic provided in my Oct. 12th letter, but suggests that we provide an alternative to avoid people walking through filter strip plantings. Theta Engineering has provided a letter dated Oct. 12, 2017 (attached) that suggests the crushed rock accessway.

3. *Reddaway Ave from Leland Road easterly to the proposed bend shall have improvements consisting of 28 feet of pavement (2) 0.5' Curb, (1) 5' planter with street trees along the south side, (1) 5' sidewalk along the south side, (1) 0.5' behind sidewalk along the south side and streetlights. The applicant shall dedicate a minimum of 25-feet of right-of-way (ROW) at the intersection with Leland Road and transitioning, as shown on the preliminary plan, to a minimum of 27-feet of right-of-way (ROW) south of the northern property line, or that width required to fully encompass the 5-foot sidewalk and 0.5-foot public access strip.*

Comment: Ms. Marshall's email comments agreed with this proposal.

4. Reddaway Avenue south of the proposed bend shall consist of 28 feet of pavement, (2) 0.5' Curb, (2) 5' planter swale with street trees, (2) 5' sidewalk, ~~(2) 0.5' behind sidewalk~~, and streetlights.
5. The sidewalk along Reddaway Avenue shall be located ~~within the ROW, either by dedicating 50 feet of ROW south of the proposed bend (preferred), or with a curb-tight sidewalk within a sidewalk easement adjacent to the proposed 40-foot ROW~~

Comment: Ms. Marshall stated in her email that the justification provided in our application narrative for the reduced street section modification was not sufficient. We did not raise the issue of the loss of a lot that would result if the applicant were required to dedicate more than 40 feet of right-of-way. The following table is from our application narrative and demonstrates that the average lot size is 8,077 sq. ft. The minimum average lot size required by the R-8 zone is 8,000 sq. ft. The applicant cannot dedicate more right-of-way than the 40 feet shown on the site plan for that stretch of Reddaway Avenue without losing a lot. As a result, we request that the modified width be approved as shown in the revised Conditions 4 and 5 above.

Lot No.	Lot Area (6,400 sq. ft. min., 8,000 sq. ft. avg.)	Lot Width (60 ft. Min)	Lot Depth (75 ft. Min.)
1	13,631 sq. ft.	73 ft.	186 ft.
2	6,472 sq. ft.	60 ft.	108 ft.
3	6,480 sq. ft.	60 ft.	108 ft.
4	9,648 sq. ft.	65.9 ft.	130 ft.
5	7,591 sq. ft.	65.9 ft.	98.8 ft.
6	6,480 sq. ft.	60 ft.	108 ft.
7	6,402 sq. ft.	60 ft.	107 ft.
8	6,736 sq. ft.	65.8 ft.	103 ft.
9	6,799 sq. ft.	70.9 ft.	97 ft.
10	9,455 sq. ft.	100.5 ft.	94.1 ft.
11	9,158 sq. ft.	100.5 ft.	94.1 ft.
	Average Lot Area = 8,077 sq. ft.		

13. The applicant shall complete all public improvements prior to final plat or provide financial guarantee for the construction of the public improvements in a manner acceptable to the City ~~Engineer~~ Attorney.

Comment: Ms. Marshall agreed that this is the correct language per OCMC 16.12.105.C,

17. A street tree plan shall be submitted in accordance with 12.08. ~~A fee-in-lieu is permitted for the trees located along the private street frontage.~~



Supplemental analysis

Park Knoll

October 12, 2017

NARRATIVE:

A meandering sidewalk is planned to be separated from the road improvements on gentle slopes of 5-6% maximum. With a 6-foot width sloping to the north and away from the road improvements the impact from the impervious area is very small at any one point. To evaluate the impact a 50-foot length was assumed.

Filter Strip:

Using the ODOT criteria the minim length is considered is 5-feet and typically only is used for water quality but with infiltration can use sized for quantity as well.

Assume 50-feet section where there is 6-feet of sidewalk followed by 5-feet of filter and using the 25-year storm of 4.0 in/hr the overall rainfall quantity, including the filter strip is calculated at 0.01cfs. Using 2in/hr as the infiltration rate the 5X50 foot strip will infiltrate 0.012 cfs. This test area demonstrates that all the storm water will infiltrate within the 5-foot filter strip.

WES BMP Sizing

Using the WES sizing method with the same 50-foot section and walk a vegetated swale would need only a 30SF area. This would result in a 6-foot wide swale only 5-feet in length, and present difficulty in channeling the runoff to the swale.

CROSSING THE FILTERSTRIP

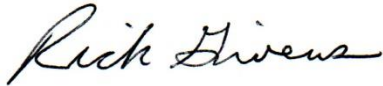
Crushed rock travel lanes could be provided at intervals which could provide infiltration and crossing the filter strip features.

Prepared by Bruce D. Goldson, PE

Comment: Ms. Marshall did not comment on this condition of approval. We do not believe that the code requires the applicant to place street trees on the park property and request that the second sentence be stricken, as shown.

We request that you include this letter in the record and let us know what the staff response to these proposed changes will be. Thank you for assistance.

Sincerely yours,

A handwritten signature in black ink that reads "Rick Givens". The signature is written in a cursive, flowing style.

Rick Givens

Cc: Wendy Marshall, Mark Handris, Mike Robinson



October 12, 2017

Ms. Laura Terway
Community Development Director
City of Oregon City
PO Box 3040
Oregon City, Oregon 97045

Rick Givens
Planning Consultant
18680 Sunblaze Dr.
Oregon City, Oregon 97045

RE: TP 17-02: Parker Knoll

Dear Laura:

We have reviewed the staff report and the proposed conditions of approval for the Parker Knoll subdivision application. We have a few issues that we would like to try to work out in advance of next week's City Commission hearing. I have listed the conditions that are of concern below, followed by a comment on each.

2. *The 10-foot wide pedestrian path provided within the park property shall be Americans with Disabilities Act (ADA) compliant and have a ramp at the pedestrian crossing located at the intersection of Reddaway Ave and Leland Road. A 5-foot wide pedestrian path shall also be provided to establish connectivity with the sidewalk along the eastside of the proposed road that turns from Reddaway Ave toward Kalal Ct. The development shall also provide a midblock pedestrian path with ADA compliant ramps from the south side of Reddaway Ave to the 10-foot wide pedestrian path within Wesley Park to alleviate inconvenient travel patterns for local pedestrian.*

Comment: If we are reading this correctly, this would require a sidewalk connection from the curb on the north side of Reddaway Ave. to the new 10-foot pathway through the park. This would be mid-block, or roughly in alignment with the extension of the flag strips accessing Lots 4 and 5. We really don't see that this serves any significant purpose. If you're going to the developed area of the park, you can walk down the sidewalk on the south side of Reddaway, cross at the knuckle, and use the sidewalk connection to access the park path. If you're going to Leland Road, the sidewalk provides a direct connection. There aren't any improved facilities in the park area to the north, so there's no reason to cross mid-block.

3. *Reddaway Ave from Leland Road easterly to the proposed bend shall have improvements consisting of 28 feet of pavement (2) 0.5' Curb, (1) 5' planter with street trees along the south side, (1) 5' sidewalk along the south side, (1) 0.5' behind sidewalk along the south side and streetlights. The applicant shall dedicate a minimum of 27-feet of right-of-way (ROW) south of the northern property line, or that width required to fully encompass the 5-foot sidewalk and 0.5-foot public access strip.*

Comment: This is what we have shown, except at the intersection of Reddaway with Leland Road. There, we show the street jogging a couple of feet to the north so that the centerline aligns with Reddaway on the west side of Leland Road. A 25 foot dedication is shown in that area. This

is important because, not only is it necessary for the streets to align, but we want to avoid a side yard setback variance for the existing home on Lot 1 that would otherwise be needed if we have to dedicate 27 feet in that area.

4. *Reddaway Avenue south of the proposed bend shall consist of 28 feet of pavement, (2) 0.5' Curb, (2) 5' planter with street trees, (2) 5' sidewalk, (2) 0.5' behind sidewalk, and streetlights.*
5. *The sidewalk along Reddaway Avenue shall be located within the ROW, either by dedicating 50 feet of ROW south of the proposed bend (preferred), or with a curb-tight sidewalk within the proposed 40-foot ROW.*

Comment: The preliminary plan shows a 40-foot right-of-way in this section, with a 28' street, curbs and 5'swales within the right-of-way. We show the sidewalk being in an easement on the adjoining lots, as we have done in other similar constrained street sections. In the application narrative, we point out that the narrower street section will be needed in order to eventually extend this street through to Kalal Ct. A standard street section would take up too much of those off-site lots so that partitions would not be feasible and, therefore, there would not be any incentive for that development to occur. We also need the 40-foot width in order to maintain 11 lots as a 50 foot right-of-way would reduce our average lot area below 8,000 sq. ft. As you know, we already lost one lot in modifying the design to move 27' of the street right-of-way onto the Parker Knoll site. We propose that either the design shown on the preliminary plan be accepted or that swales be allowed to be placed behind the sidewalks within the PUEs on the lots.

13. *The applicant shall complete all public improvements prior to final plat or provide financial guarantee for the construction of the public improvements in a manner acceptable to the City Engineer.*

Comment: Pursuant to OCMC 16.12.105.C, the financial guarantee must be "in a form acceptable to the city attorney, not the City Engineer. We would prefer that the language of this section match the code requirement.

17. *A street tree plan shall be submitted in accordance with 12.08. A fee in lieu is permitted for the trees located along the private street frontage.*

Comment: Is the "private street frontage" referring to the 12' of pavement on the park property? We do not believe that the code would require the applicant to place street trees on the park property and request that the second sentence be stricken.

Thank you for considering these requested changes. Please let us know your response as soon as possible so that we will know how to prepare for the public hearing before the City Commission.

Sincerely yours,



Rick Givens

Cc: Wendy Marshall, Mark Handris, Mike Robinson

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