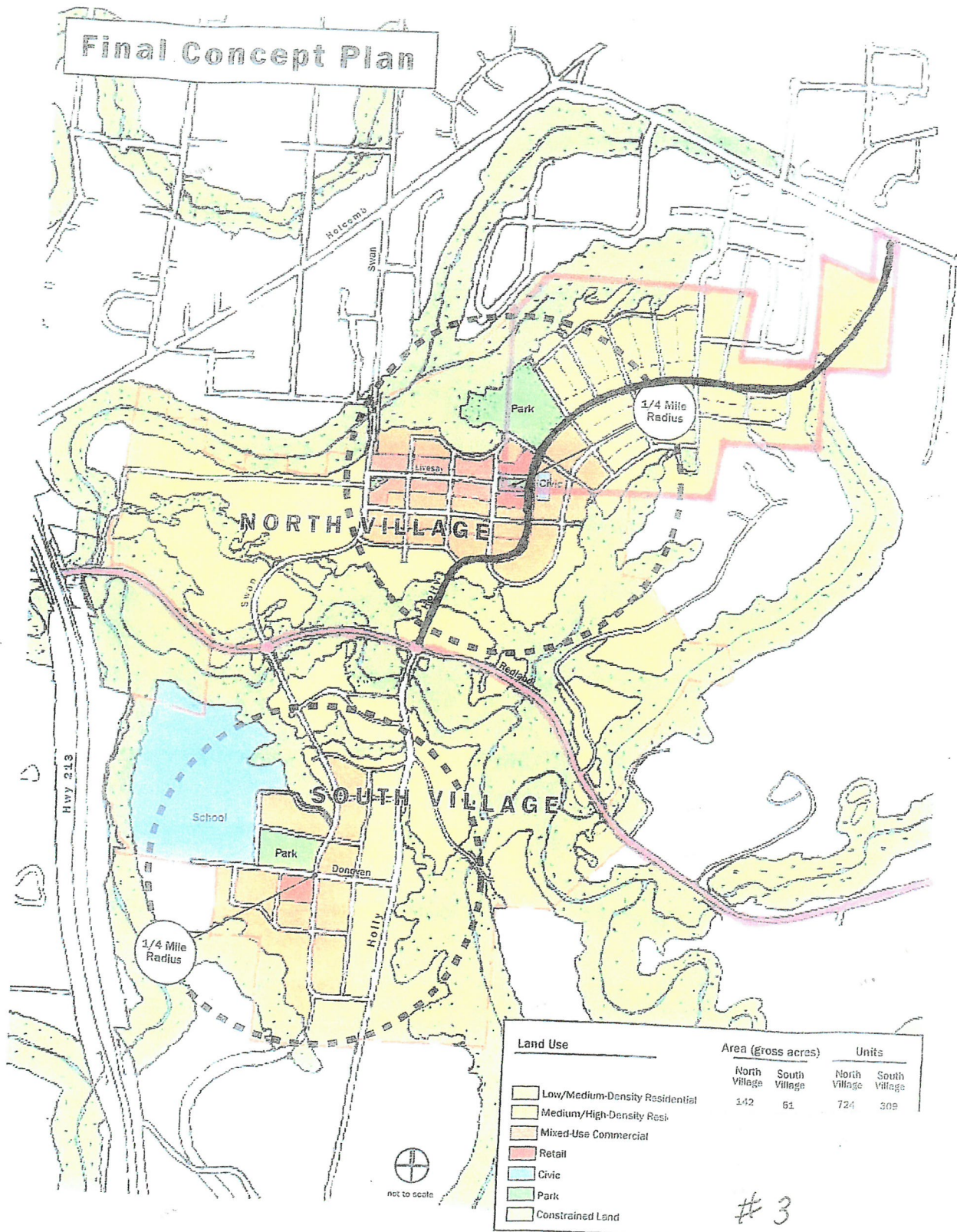
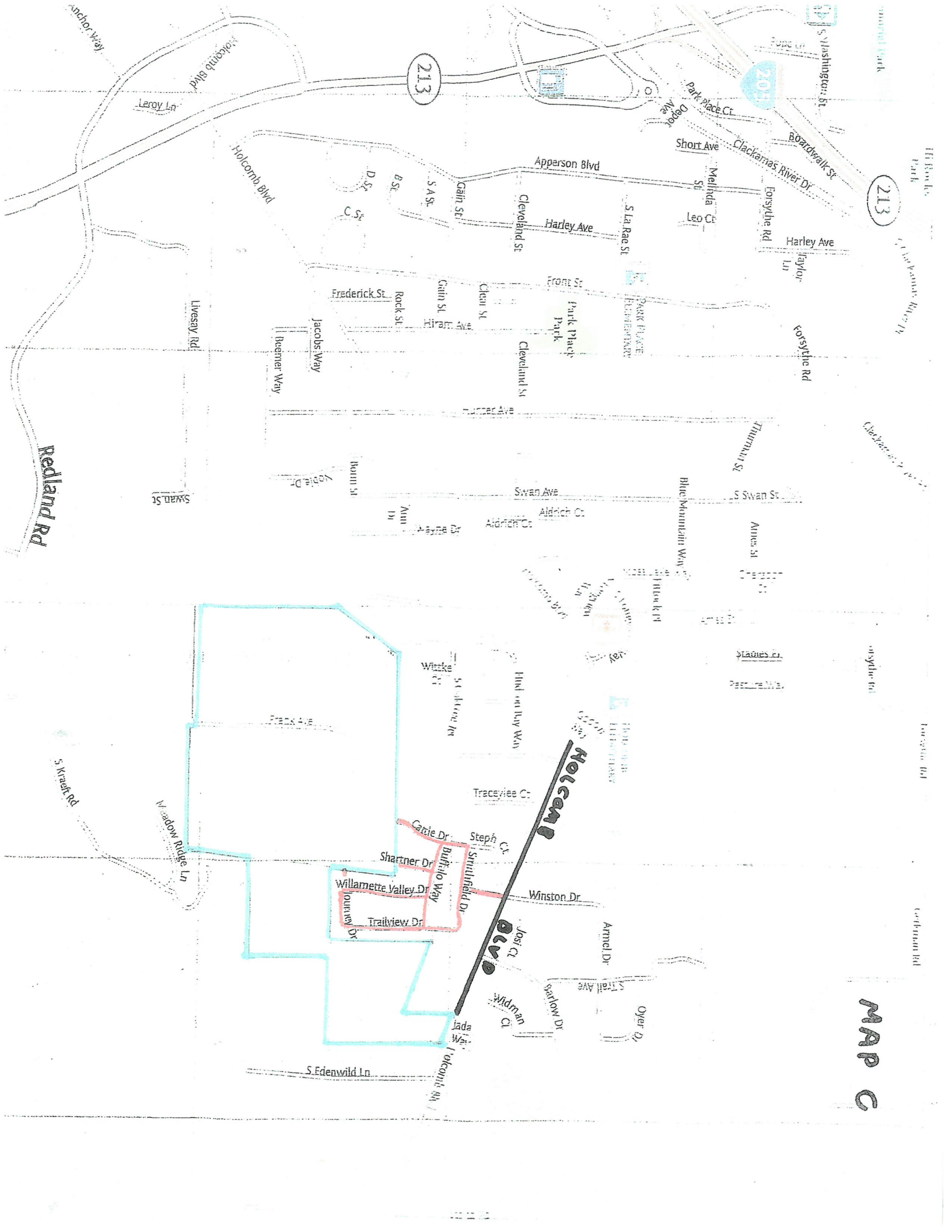




SUBMITTED BY: Barbara Penken



This map is for concept planning purposes only. The specific locations of natural resource boundaries, open space, parks, land uses, roads, trails, infrastructure and related improvements may change and is subject to on-site verification and design at the time of development.



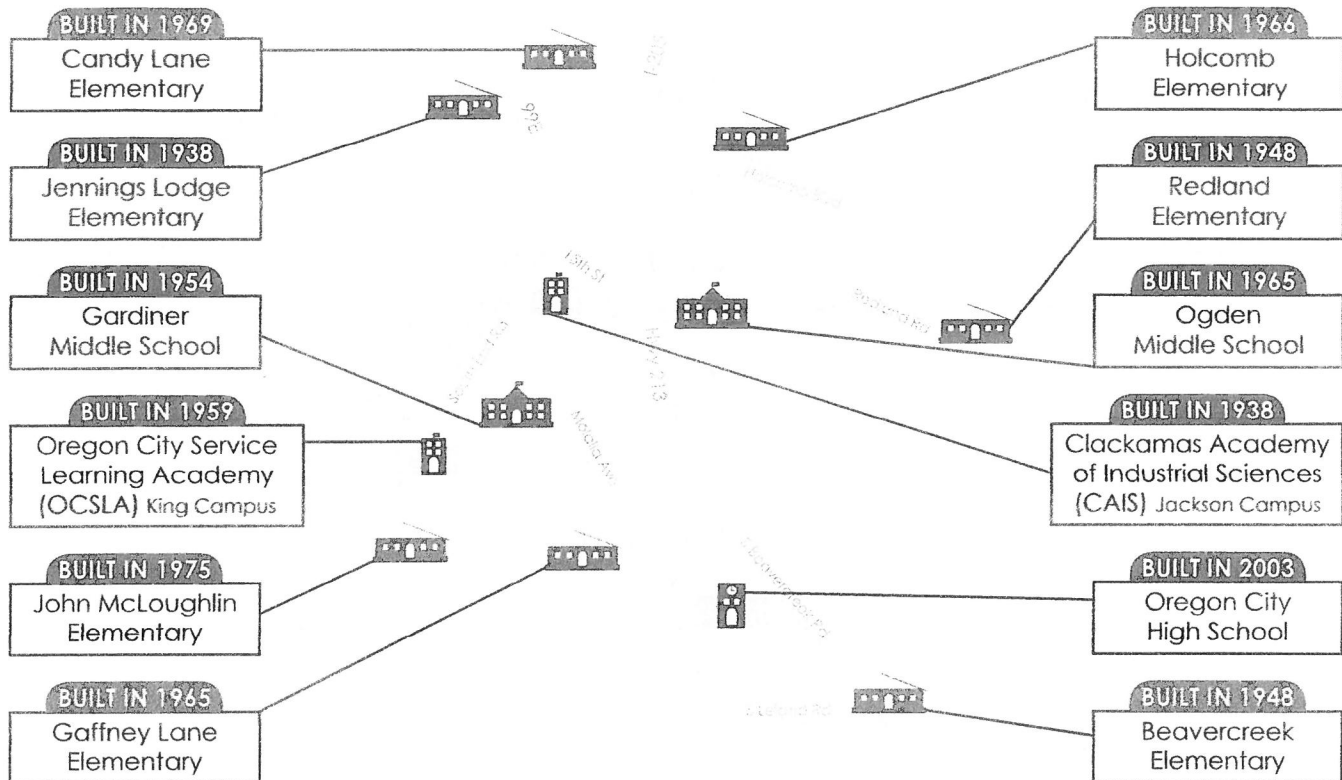
MAP C

Previous Bonds
Loro
1970s

OREGON CITY SCHOOLS

By the Numbers

When Were Our Schools Built?



Recent School Bonds History

2000 - Phase 1

Voters approved funds to build new Oregon City High School. The Bond helped to transform the high school experience and brought a sense of pride to the entire community.

Oregon City High School Success by the Numbers since 2000



94% Graduation Rate
(State average 74%)



200 Classes Offered
26 Classes that earn College Credit
16 Advanced Placement Courses



40 Clubs



27 Athletic Sports Programs

2018 - Phase 2

Oregon City School District is considering placing a bond on the November 2018 ballot to modernize the educational experience and improve the health and safety at our middle and elementary schools.

We want to hear from you! Tell us what you think!

OCSchoolBond.org

ITEMS ENTERED INTO RECORD
FILE: AN-17-04/2C-17-05
DATE: 5-14-18
EXHIBIT: B
SUBMITTED BY: Barbara Renker

OCSDBL.ORG/bond - me

Planning Commission Meeting
~~April 9, 2018~~ MAY 14, 2018

Good evening Chair McGriff and Commissioners.
My name is Bob La Salle and I live in Oregon City

First, I'd like to let you know I have been designated as the spokesperson for the Park Place Neighborhood Association on the matters being discussed this evening, and all of the criteria I refer to are listed in the Notice of Planning Commission Public Hearing.

I'd like to remind you of Oregon City Municipal Code Title 14-Annexation and within is Section 14.04.060.A.3 and .7 which states: "When receiving a proposed annexation the Commission shall consider the following relevant." Please note the word **shall** and not **may** which means you **must** consider the following factors:

".3 Adequacy and availability of public facilities and services to potential development ." Note the phrase **potential development** not **planned development**.

".7 Lack of any significant adverse effects upon the economic, social, and physical environment of the community by the overall impact of the annexation." There certainly will be an impact and I'm prepared to show you how their application fails to meet the criteria of the Oregon City Municipal Code-Title 14 Annexation, the Oregon City Comprehensive Plan, and the Park Place Concept Plan.

I've provided you with three maps. Map A shows you the large area of the proposed annexation compared to Park Place as a whole. The Park Place boundary is indicated in red and the proposed annexation area is shown in blue. Quite a large percentage in one fell swoop! Map B shows the Park Place Concept Plan North Village with Redland Road shown by a horizontal line in red, and the Holly Lane extension shown vertically in black. The proposed annexation area is shown in blue. Map C shows some local streets highlighted in red that I'll refer to later.

On the applicant's page 12, in the applicant's own words they state "The City has requested that we address the potential impacts of the future development of the proposed annexation area upon projects in the Transportation System Plan (TSP)." That very statement shows concern on the part of the City and should allow citizens to address the impacts of future development, not just an annexation and zone change. They've lost the right to vote, let's at least keep their freedom of speech!

I'd like to say that the Park Place Neighborhood Association is not opposed to this potential development, just its timing and subsequent adverse effects upon the social, economic and physical environment of the community, if it's not done responsibly. As potentially the first large development in any of the three concept plans it can be an example for others to follow, if it's done right!

ITEMS ENTERED INTO RECORD
FILE: AN-17-04 / ZC-17-05
DATE: 5/14/18
EXHIBIT: C
SUBMITTED BY: Bob La Salle

On the applicant's page 25 in reference to Comprehensive Plan Policy 2.4.2 it states "Promote connectivity between neighborhoods and neighborhood commercial centers through a variety of transportation modes." The applicant's comment is "The Park Place Concept Plan calls for the construction of Holly Lane to provide a much-needed connection between Holcomb Blvd and Redland Road." Note the phrase **much-needed**. You'll see that phrase often in the application. Apparently the applicant knows full well the importance of the Holly Lane extension, so much so they refer to it no less than **thirteen times**, which proves they are very well aware of the importance of that **much-needed** road. This is a failure on the applicant's part to comply with the stated criteria.

In reference to the Park Place Concept Plan the number one issue in regard to this annexation and zone change is the completion of the Holly Lane extension. Staff, and perhaps the applicant, will say that the TSP indicates that Holcomb Blvd can handle the traffic generated by future development. What they don't say is, that is in consideration of the **full build-out** of the TSP and the Park Place Concept Plan, which includes the Holly Lane extension, the Swan Avenue extension, a couple of roundabouts, and many sidewalks and trails.

The 2017 Volume Traffic Survey by Quality Counts LLC shows at Holcomb Blvd and Redland Road a daily vehicular count of 9,370 trips. The applicant's Transportation Impact Study by Lancaster Engineering originally stated "A daily increase of 5,608 trips is expected." That's an increase of **60%!** Their latest addendum increases that to 7,406 additional daily trips. A **74 %** Increase! Whichever it is, how can that work? How can it possibly work?

The applicant's transportation study states, with the assumption of the completion of the Holly Lane extension, "Most residents would be expected to prefer the more direct travel path available on S. Redland Road rather than S. Holcomb Blvd. Accordingly site trips originating within the proposed development were assumed to be four times more likely to utilize S. Redland Road for such trips than to utilize S. Holcomb Blvd." The applicant further states "It is anticipated that approximately two-thirds of the trips between S. Holcomb Blvd and S. Redland Road will utilize the new Holly Lane extension." Please remember, these are the words of the applicant's own traffic engineer, not something I just made up. In addition, in a letter from the Planning Department dated April 2, 2018 an ODOT statement is included. "Additionally ODOT mentions the necessity of the Holly Lane extension, which is clearly identified in the City's TSP---." But this proposed development is not giving anyone the Holly Lane option. **Everything** goes to Holcomb Blvd. This is a failure of the criteria referring to the Park Place Concept Plan transportation issues and also Comprehensive Plan Policy 12.6.2, which I'll refer to later. It may be said that Livesay Road is available but that is a very narrow County road, not in good repair, and certainly never designed for the expected amount of traffic.

On the applicant's page 31 the Oregon City Comprehensive Plan, Policy 7.1.11 states "Prioritize roadways needed for public services, medical and emergency needs during emergencies." What's kind of funny, if it wasn't so serious, is the applicant's comment. "The **future connection** of Holly Lane through to Redland Road will provide a **much-needed** route connecting Holcomb Blvd to medical, emergency and public services." Note again the phrase **much-needed**. That completely violates the criteria with no regard for the safety of the community. I say, shame on them!

On the applicant's page 36 reference Policy 12.6.2 "Identify transportation system improvements that mitigate existing and **projected** areas of congestion." The applicant's comment is "The future completion of the Holly Lane extension will provide for another access route from the Holcomb area." The applicant does not state any mitigation that they intend to provide, thus failing the stated criteria.

On the applicant's page 36 reference Policy 12.6.3 "Ensure the adequacy of travel mode options and travel routes---in areas of congestion." Remember that 64% increase in traffic? The applicant does not offer any assurance of adequate travel options or routes. Another failed criteria.

On the applicant's page 35 reference Policy 12.3.1 "Provide an interconnected and accessible street system that minimizes miles traveled and inappropriate cut-through traffic." The applicant's comment is "The future master plan will be designed with a network of interconnected streets. Primary route through the neighborhood will be via Holly Lane, which will discourage cut-through traffic." In addressing the applicant's narrative you will see that the applicant is encouraging cut-through traffic, a complete violation of the criteria.

In the applicant's narrative on page 12 they state "Local streets are stubbed in to the annexation area from adjacent single-family neighborhoods at Journey Drive, Shartner Drive and Cattle Drive. Please refer to Map C. As you can see by the red lines, what they fail to inform is all those streets merge into one street at Holcomb Blvd, creating a terrible bottleneck, and encouraging cut-through traffic. If that isn't a violation of criteria, I don't know what is.

On the applicant's page 13 the City's TSP Project D43 calls for a roundabout at the intersection of Holly Lane and Holcomb Blvd. The applicant says nothing about building that roundabout, but wouldn't it be a nice condition of approval as a traffic calming measure?

How, do you ask, economic impact? If you've been stuck behind some of the behemoth construction trucks going up Holcomb Blvd to new development you can imagine what that weight is doing to Holcomb Blvd. I had one person tell me one of those double trailers full of gravel had to stop and find the lowest "granny" gear before it could proceed. I read in the application that they think the development will take 5 to 10 years. That means the taxpayers of Oregon City will be paying the excess maintenance costs for Holcomb Blvd **prematurely**. The completion of the Holly Lane extension would mitigate that. Also, what will the School District be asking for as a result of the increase in school age population? Don't let the applicant get away with stating the latest developments have not produced the expected increase in elementary

population. Of course not! The latest developments are not in the price range of young adults raising children. The proposed R-5 residences will be. At the City Commission meeting of January 17, 2018 the School District presented a plan for a **\$188 million dollar bond** to be placed on the November 2018 ballot.

What about social impact? The very thought of such an increase in population in Park Place and the limited transportation facilities has some people considering moving elsewhere because they can see the serious degradation of our transportation and educational systems.

Physical impacts have been well defined in my previous information.

Here are some other things to think about

Let's look at parks. Comprehensive Plan Policy 8.1.1 states "Provide an active neighborhood park facility---within a reasonable distance from residences." That comes from the criteria Park Place Concept Plan. The applicant's response is "The future development of this site will provide for a community park." Since most of the park area shown on Map B of the Park Place Concept Plan North Village is within the proposed annexation area, a commitment from the applicant to build such a park would satisfy that criteria. If not, another violation. Perhaps a good condition of approval, as is the civic building shown in blue at the southwest corner of the proposed annexation.

On the subject of water, in the applicant's narrative they ask for the City to pay for the 12" water main. They state "At the present time the additional costs for these improvements are not included in the City's capital improvement program." They go on to say "The applicant will be seeking to have the CIP amended prior to development to include these regional costs." To the tune of **\$715,000** they will be asking the **taxpayers to pay!!**

With the information provided we urge you to **not** approve this annexation and zone change until **plans are firmly in place** and **funding identified** for the completion of the Holly Lane extension **in its entirety**. If you approve this untimely action you will be imposing economic, social and physical impacts upon the citizens of Park Place and Oregon City, which can be avoided. You ask for reference to specific criteria. I've shown you several violations where the applicant does not comply. This is the time to show your concern for the citizens of Oregon City after being shown the failed criteria. The applicant refers many times to future development. Well, the future is now, and it's in your hands!

At this time, in consideration of the magnitude of this proposal and to ensure all pertinent testimony is presented, I request a continuance of this matter and that the record be kept open.

Thank you for your time and attention.

I'll now provide a copy of my testimony for the record and for each Commissioner.

Bob La Salle
Land Use Chair, Park Place Neighborhood Association

Madam Chair and Commissioners

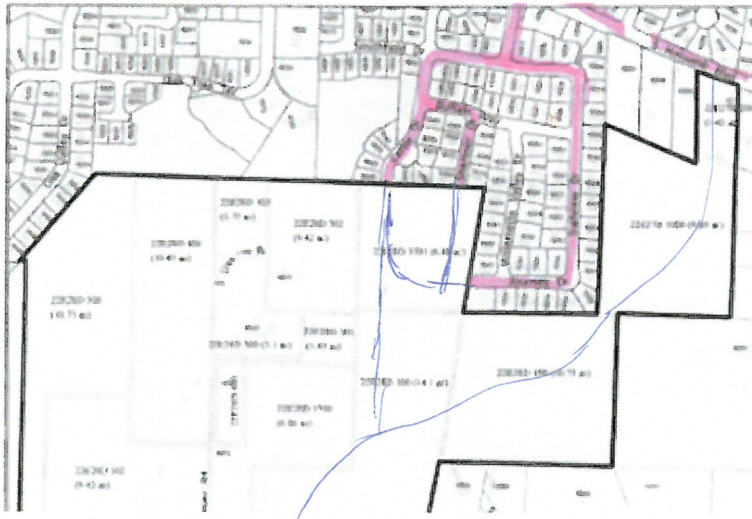
We live on Journey Drive, which is one of the 3 stub roads to the property. I and would like to raise a major concern regarding future development of the property requesting to be annexed. Currently there is one access from Holcomb Blvd to the property – Winston Drive off Holcomb Blvd. (see map below) Trucks hauling gravel, other construction equipment and workers would have to come onto Winston and through the neighborhood, to the stub roads. These streets were not designed nor are they wide enough for large trucks or commercial vehicles. Children ride bikes, scooters, skateboards and toss balls in the street, not to mention children walking to and from the bus stop that is on Holcomb Blvd, and other foot traffic, that use these neighborhoods for walking. Where are the constructions workers going to park, in the neighborhood? Creating more congestion for construction equipment as they wind their way through the neighborhood. Not to mention the additional traffic when the development is completed. This all causing a very unsafe neighborhood and negative impact on all the homes in the current area.

We would like to see the following conditions recommended with the approval of this annexation that are met before any construction is started

1. Another access road to the property other than Winston off Holcomb, come up from Redland road, another access off Holcomb, or even Livesay.
2. Walking/bike path around the perimeter of the existing neighborhoods that would eliminate vehicle traffic using these stubs roads to get to the development.

I have no objection to annexations for development, what I do object to is that there doesn't seem to be any responsibility is assuring that the livability is maintained for current and future residents. I want my grandchildren and great grandchildren to have a livable community to raise their children.

Thank you for your time



Mike and Jan Grady

15021 Journey Drive

Oregon City OR

ITEMS ENTERED INTO RECORD
FILE: AN-17-04/ZC-17-05
DATE: 5-14-18
EXHIBIT: D
SUBMITTED BY: Ray Reiken

Oregon City Planning Commission
Meeting of May 14th, 2018

Testimony from: Christine Kosinski, unincorporated Clackamas County

RE: AN 17-0004 Annexation of 92 acres and ZC 17-0005 Zone Change – Park Place

In 1996, Oregon was hit by terrible floods with Oregon City being one of the areas hit with vast devastation, I know, I was there. The floods of 1996 caused Landslides on Holly Lane, homes were lost, some walked away due to financial hardship. FEMA did give the people a few thousand dollars, but not nearly enough to help them rebuild. I saw my neighbors empty their bank and savings accounts to rebuild infrastructure, secure the landslides, re-site and build new homes.

These people lived a nightmare and now you want to do the unthinkable, turn their street into a freeway, even though you know they cannot protect themselves since they cannot obtain Landslide or Earthquake Insurance. Your Comprehensive Plan clearly states **Heavy Traffic, Grading, Cutting into the street, development**, any of these can cause landslides to re-activate! Yes, people here are mad at a City that has planned poorly for a North/South Connector between Beavercreek and Redland Roads that can take heavy traffic, and as well, for not building the grade separated intersection at Beavercreek and Hwy 213 when they had the opportunity to do so.

Tonight, you are being asked to make a decision to approve or deny the application to annex, and approve zone change, for 92 acres to develop the Park Place Plan. However, it does not matter if you approve or not because of the **800 pound gorilla in the room, "Landslides"**. Believe me, there will come a day when the 34 landslides in Park Place will rear their ugly heads and the homeowners in Park Place will ask you "Why didn't you tell me I was moving into a landslide zone and why didn't you warn me there is NO insurance to cover losses from landslides or earthquakes!"

In Geologic Hazard Code 17.44.120 the City states it accepts no liability for hazardous landslides, but I'm not so sure I agree. The City has the DOGAMI Landslide and susceptibility maps and knows about the many landslides existing in Park Place. I've already given you cases in Utah, Colorado, Washington, and now I'm giving you yet another case, where a judge and jury awarded two couples more than half a million dollars each because when they purchased property to build on, they were not told it was in a landslide area.

Please, I ask the City to do the right thing. Take Holly Lane out of your TSP, haven't these people suffered enough?

Please DENY the Park Place Plan application for annexation and zone change. NONE of these new homeowners will know they are living in a landslide zone and that they will be unable to obtain insurance for losses due to landslides and earthquakes.

I asked this City more than two years ago to meet with the State and Federal Government to write a policy to cover property owners in landslide zones, the City never went forward to seek this help.

ITEMS ENTERED INTO RECORD
FILE: AN-17-04/ZC-17-05
DATE: 5-14-18
EXHIBIT: E
SUBMITTED BY: Christine Kosinski

https://www.bozemandailychronicle.com/news/crime/two-couples-awarded-damages-in-spanish-peaks-landslide-trial/article_defeddc8-7fa0-11e1-b52e-001a4bcf887a.html

Two couples awarded damages in Spanish Peaks landslide trial

WHITNEY BERMES, Chronicle Staff Writer Apr 6, 2012

MORE INFORMATION

Spanish Peaks landslide trial begins; jury will decide damages

Spanish Peaks landslide trial to begin this week

Spanish Peaks loses first round of landslide lawsuit

Couple sues Spanish Peaks for selling them lot on active landslide

Two couples who unknowingly purchased property on active landslides were awarded over \$1 million in damages by a jury Thursday night. However, the owner of the two companies who the couples bought the land from was not found liable for his part.

In 2005, Donald and Darla Harbaugh bought a lot at Spanish Peaks, a 5,700-acre private ski resort and golf community near Big Sky. Donald's brother, Mel Harbaugh, and his wife, Charline, followed suit and purchased their own lot. The two properties together cost more than \$1 million.

Last year, the court found two Spanish Peaks companies guilty of breach of contract, breach of implied covenant of good faith and fair dealing, deceit, constructive fraud, negligent misrepresentation and violating Montana's Consumer Protection Act.

Following six days of testimony and more than six hours of deliberation, a 12-person jury awarded Donald and Darla \$565,706.86 and Mel and Charline \$545,443.05 in damages from Spanish Peaks Holdings on Thursday night.

AN-17-0004 / ZC-17-0005

Type IV - Annexation with Zone Change – Park Place

Planning Commission May 14, 2018



ITEMS ENTERED INTO RECORD

FILE: AN-17-04/ZC-17-05

DATE: 5-14-18

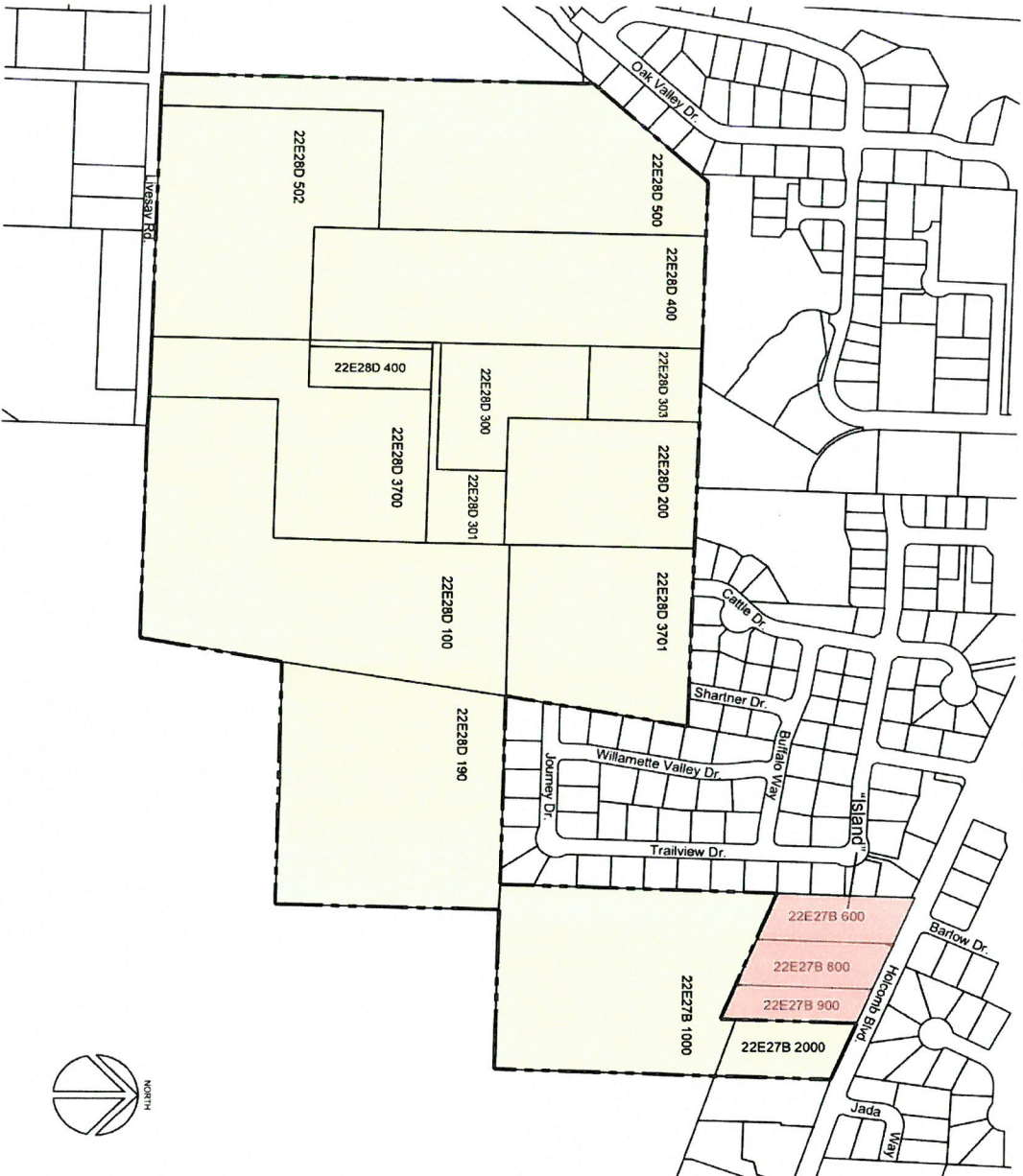
EXHIBIT: F

SUBMITTED BY: Staff

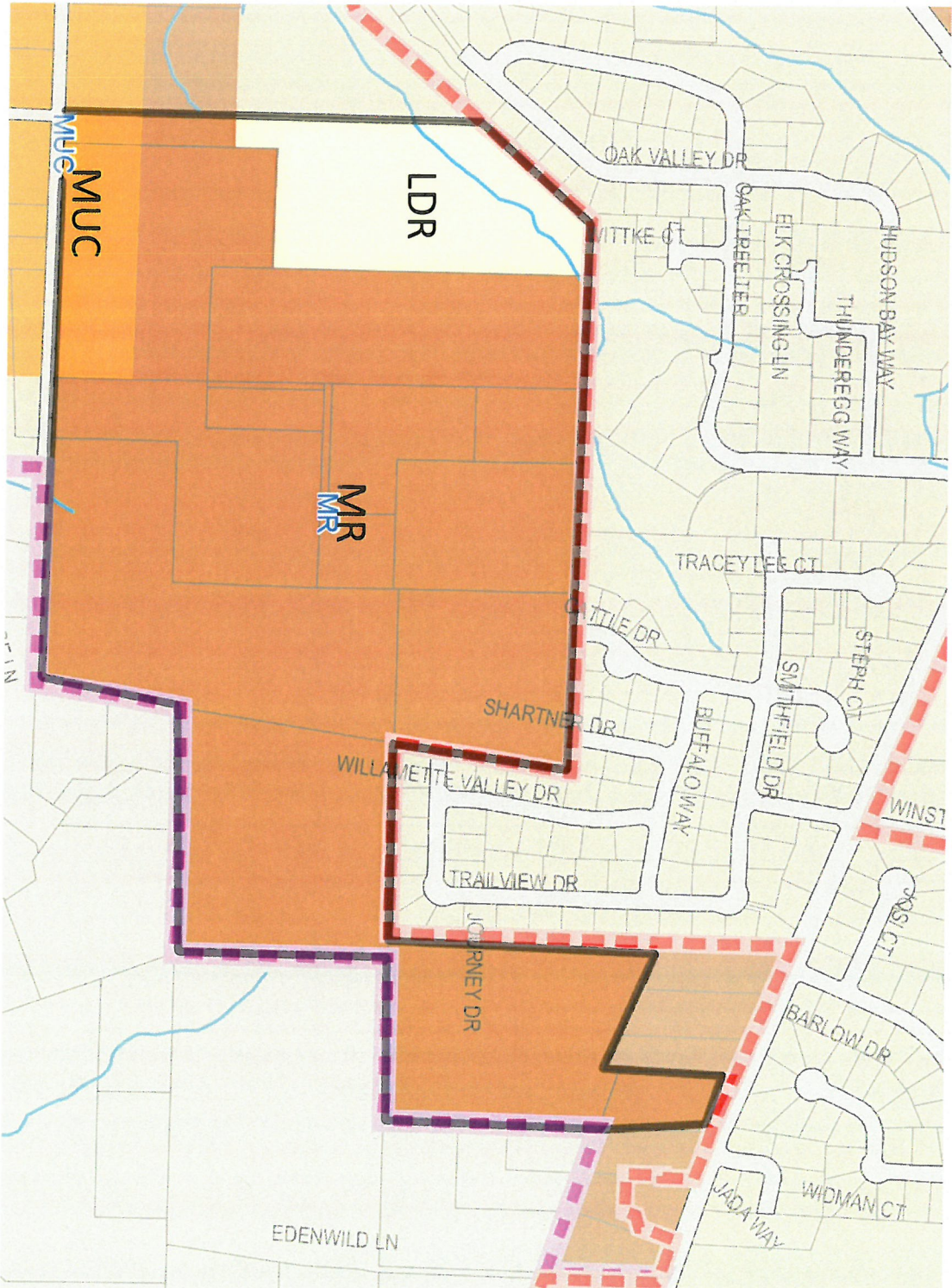
Background

- Annexation of 92 acres of land within the Urban Growth Boundary
- Apply zoning to the annexed area in conformance with the land use designations in the Oregon City Comprehensive Plan
- Change from Clackamas County Future Urbanizable-10 (FU-10) and RRF5 (Rural Farm and Forest 5-Acre) to:
 - R-10 Single-Family Dwelling District
 - R-5 Dwelling District
 - NC Neighborhood Commercial District
- The proposed zoning designations, if approved, represent an initial step in implementing the vision for the “North Village” of the adopted Park Place Concept Plan, adopted by the City in 2008

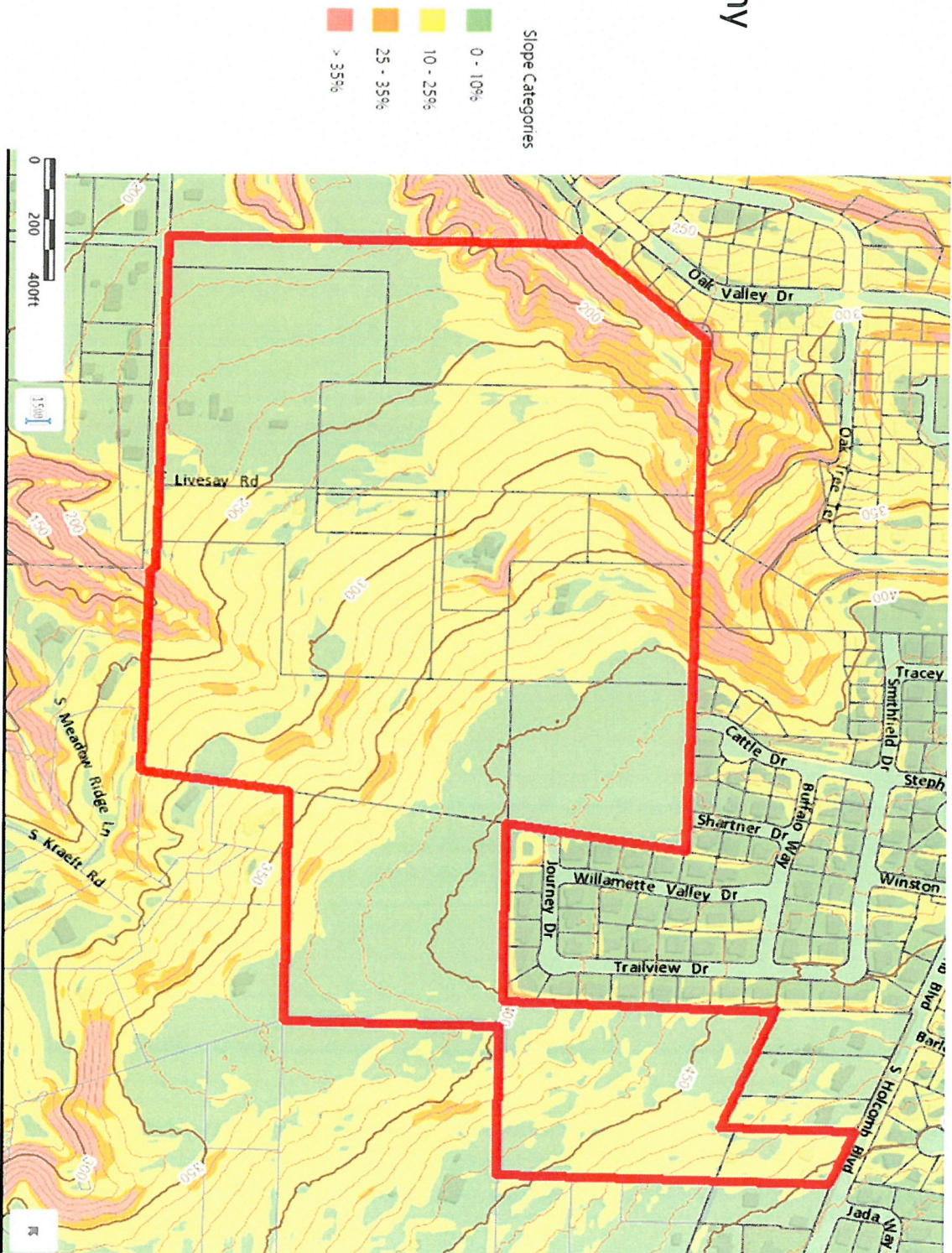
Subject Site

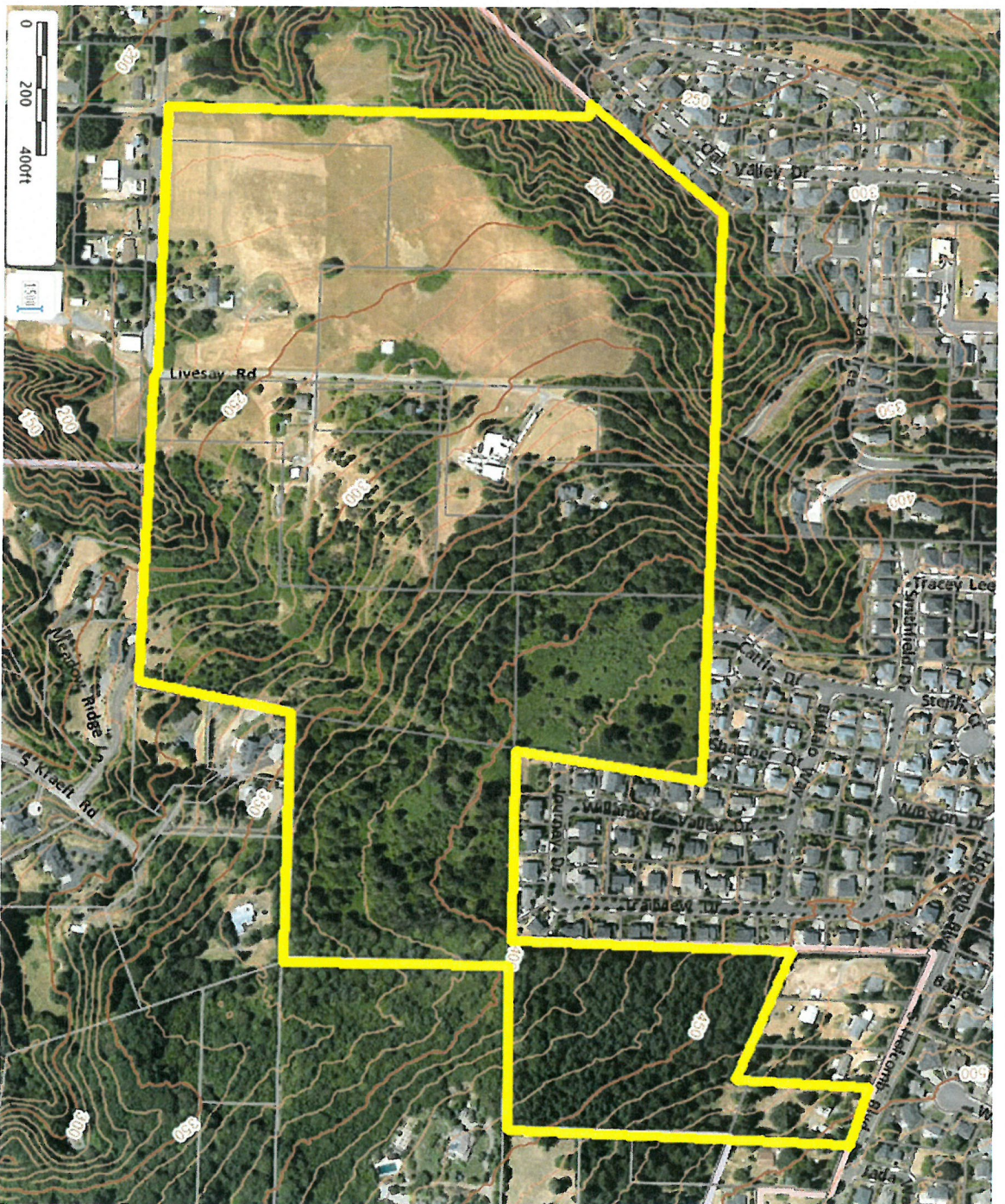


Comprehensive Plan Designations

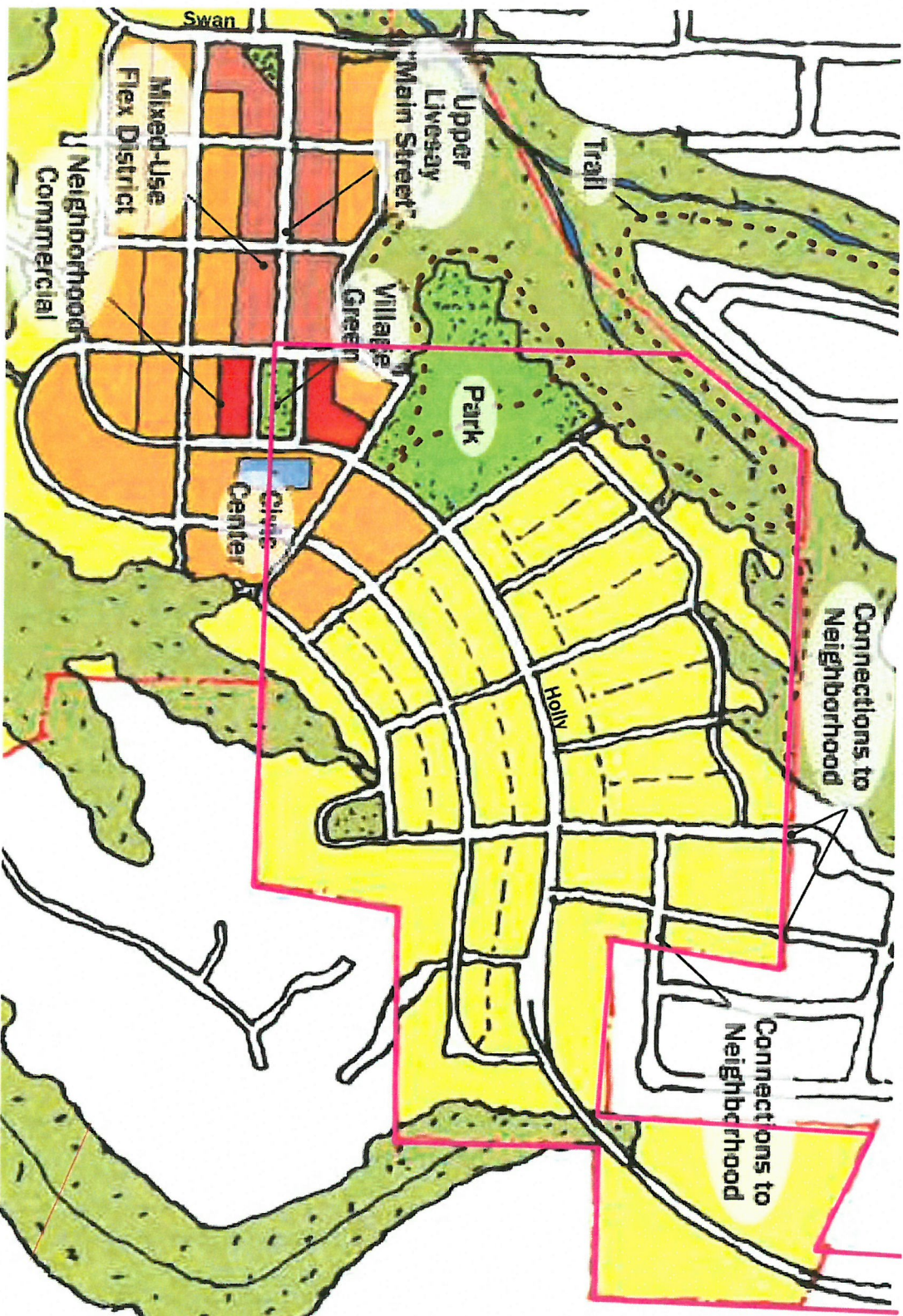


Site Topography





North Village
Neighborhood
(Annexation Area
Outlined in Magenta)



Island Annexation Analysis



- Oregon City Comprehensive Plan Policy 14.4.3 requires that the City “evaluate” and “avoid creating unincorporated islands within the City.”
- Policy 14.4.3 provides that “in some instances”, the City may “require that parcels adjacent to the proposed annexation” be included as part of the annexation request.
- *Does creation of an island still allow public facilities to be provided in an efficient manner?*

Should the city require annexation of these three lots, voter approval would be required, since there would no longer be 100% owner consent for the annexation.

Metro Boundary Change Criteria – Chapter 3.09

1. Consistency with directly applicable provisions in ORS 195 agreements or ORS 195 annexation plans.
2. Consistency with directly applicable provisions of urban planning area agreements between the annexing entity and a necessary party.
3. Consistency with directly applicable standards for boundary changes contained in Comprehensive land use plans and public facility plans.
4. Consistency with directly applicable standards for boundary changes contained in the Regional framework or any functional plans.
5. Whether the proposed boundary change will promote or not interfere with the timely, orderly and economic provision of public facilities and services.
6. Consistency with other applicable criteria for the boundary change in question under state and local law.

Criteria for Annexation- OCCMC Title 14

- (a) The territory is included within an urban growth boundary adopted by the city or Metro, as defined in ORS 197.015*
- (b) The territory is, or upon annexation of the territory into the city will be, subject to the acknowledged comprehensive plan of the city.*
- (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.*
- (d) The proposal conforms to all other requirements of the city's ordinances.*

Criteria for Annexation - Factors

14.04.060 - Annexation factors.

- A. When reviewing a proposed annexation, the commission shall consider the following factors, as relevant:*
 - 1. Adequacy of access to the site;*
 - 2. Conformity of the proposal with the city's comprehensive plan;*
 - 3. Adequacy and availability of public facilities and services to service potential development;*
 - 4. Compliance with applicable sections of ORS Ch. 222, and Metro Code Section 3.09;*
 - 5. Natural hazards identified by the city, such as wetlands, floodplains and steep slopes;*
 - 6. Any significant adverse effects on specially designated open space, scenic, historic or natural resource areas by urbanization of the subject property at time of annexation;*
 - 7. Lack of any significant adverse effects on the economic, social and physical environment of the community by the overall impact of the annexation.*

Criteria for Zone Change OCMC 17.68

17.68.020 - Criteria.

The criteria for a zone change are set forth as follows:

- A. The proposal shall be consistent with the goals and policies of the comprehensive plan.
- B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.
- C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.
- D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

Conditions for Approval

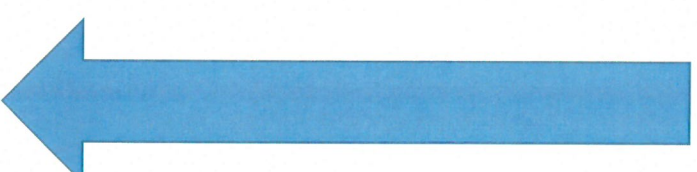
- If annexed, the final zoning may not be applied until Alternative Mobility Targets are adopted and amendments have been made to OCMC Chapter 12.04
- If Annexed, no development may happen onsite until approval of a Type III Master Plan of the entire 91-acre property that addresses:
 - The Park Place Concept Plan
 - Oregon City's Public Facilities Plans
 - Park and trails (*timing of parkland acquisitions and development*)
 - Sewer, water, stormwater (*utility phasing that can foster redevelopment of the entire concept plan area*)
 - Transportation System Plan. (*proposed phasing of major roads to ensure a timely connection to Holly*)

Conditions for Approval

- At the time that a Master Plan, the developer shall participate in the proportional funding of offsite intersection improvements (see staff report for detailed list of improvements)
- Replinger and Associates recommendations for slight revisions to the Conditions of Approval (See latest comments)
- All City, County and ODOT concerns regarding transportation analysis have been addressed

Steps in the Land Use Process

1. UGB Expanded (2002)
2. Comp. Plan Amended - Park Place Concept Plan (2008)
3. Annexation
4. Zoning
5. Master Plan (Phasing)
6. Development Review (Site Plan / Subdivision)
7. Building Permits



The timing of this process is dependent on market conditions and owner desires, but takes many years

Redland Road / Anchor Way Intersection

- Applicant provided the required additional analysis “Transportation Impact Study Addendum #2”
- City, County and ODOT have reviewed the addendum
- County recommends applicant contribute a proportional share to the funding of TSP Project D35 at the time of development
- This is already a Condition of Approval

Recommendation

- Closure of the record and a tentative recommendation of approval for files AN 17-0004 / ZC 17-0005 with a continuation of files AN 17-0004 / ZC 17-0005 to a date certain of June 11, 2018 for adoption of final findings.

May 7, 2018

Oregon City Planning Commission
625 Center Street
Oregon City, Oregon 97045



RE: Letter of Support

The Oregon City Business Alliance (OCBA) was formed to promote and advocate for positive changes that will not only benefit our local community but our entire county and region as well. Our goal and objective is always to present a fair and balance perspective on important issues which Oregon City citizens are facing and provide support and helpful insight to our elected and appointed officials, their staff and other agencies in all these endeavors. To that end we are pleased to have our President, Kent Ziegler, represent us and provide written and oral testimony at Planning Commission and City Commission public hearings.

Right now you have an application in front of you that would continue the administrative process of annexing land whose concept plan has been approved and adopted by Oregon City, Clackamas County and Metro. As we understand hundreds of thousands of dollars has already been invested in consultant reports on traffic issues, open space and public park designations and future zoning to comply with the City's codes and ordinances. We also understand that at this point no approvals or entitlements are being asked for but simply the completion of the next step in the administrative chain of complying with the City's long term growth management plans.

Under the State of Oregon's land-use planning system Oregon City is required to maintain a 20 year supply of buildable land for population and employment growth. In addition, our region is presently experiencing a housing affordability crisis due to the lack of shovel ready residential projects. As our community continues to grow it is important that housing be available nearby the employment centers that are expected to develop such as OC's landfill site. Subsequently, we believe the approval of this annexation application will not only provide that much needed housing option for individuals that will be employed at these new businesses but also help the City meet its State requirement.

In addition, we are also strongly supporting this submittal because of public safety. With only one major access serving the existing subdivisions and neighborhoods in the area a major emergency could occur if that road were to be blocked for any reason. This application would provide the means for a secondary access to be constructed that would eventually connect Holly Lane from Redland Road up the hill to Holcomb Road. This is also critical when the Abernethy Creek floods over its banks which seriously restricts access to Livesay Road residents for days and in one case over a week which George Thomas has previously shared in his testimony. If a house fire were to occur and the firetrucks were unable to respond in a timely manner not only could that home be completely destroyed but other homes in the community could be negatively affected. In summary, we at the Oregon City Business Alliance are strongly in support of this annexation application and are asking that you, the Oregon City Planning Commission also come out in favor of it for many of the same reasons we have shared.

Sincerely,

Dan Fowler, Vice President OCBA

ITEMS ENTERED INTO RECORD
FILE: AM-17-04/2C-17-05
DATE: 5-14-18
EXHIBIT: G
SUBMITTED BY: Kent Ziegler

From: [Brian Csergei](#)
To: [Pete Walter](#)
Cc: gpstone72@yahoo.com; steve@vanhaverbeke.org
Subject: Annexation/zone change of 92 acres accessed from Holcomb and Winston Dr
Date: Monday, May 14, 2018 2:29:14 PM

Mr Walter,

My name is Brian Csergei and I am a homeowner in the Park Place neighborhood of Oregon City. I'm writing to you today to express my concerns about the annexation and zone change proposal of the 92 acres which would be accessed from Holcomb Blvd and Winston Dr. With the rate the Planning Commission is approving annexation and development in the Park Place neighborhood the increase in traffic will be tremendous for current residences. The major intersection to be affected is Holcomb at Redland. That intersection won't be able to handle another 1000 vehicles if those 92 acres are developed. Not to mention the 97 homes already going up at Abernathy Landing and the proposed 125 homes at the Sears property. Right there you have another estimated 500 vehicles if you factor in the average amount of vehicles per US household is 2.28 per.

The other issue I have is the live ability for current Oregon City residences. Not only will there be the increase in traffic but where are all these new residences to send their children to school? Having two young children I can only speculate how the Oregon City schools will look with another 400 to 800 students.

It seems like the Planning Commission is putting the cart before the horse when it comes to these annexation decisions being made. The real sad part in all of this is Senate Bill 1573 took this decision out of our hands. I could all but guarantee this annexation would never pass if presented to voters. I'm not sure there are any winners in this decision if annexation and zone changes are approved. I would have loved to have been able to show up at the commission hearing but the hours I work prevent me from doing so. I appreciate the Planning Commission taking my thoughts into consideration.

Respectfully,
Brian Csergei

ITEMS ENTERED INTO RECORD
FILE: AN-17-04/2C-17-05
DATE: 5-14-18
EXHIBIT: H
SUBMITTED BY: Brian Csergei by Staff