



CCB#150499

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March 29th, 2019

**Alley Load Development in Oregon City Concept Plan Areas – Chapter 16.12.026**

Mayor Holladay and City Commissioners,

In an effort to demonstrate the adverse impacts of alley load development here in Oregon City, I visited all (9) existing alley load development projects here in town, and have included photographs and observations for you to review. If time allows before the upcoming April 3<sup>rd</sup> hearing, I ask that each of you to please visit these sites so you can see first-hand the design challenges and the end result of alley load development. These (9) existing alley load projects in Oregon City are:

- Sequoia Landing - Glen Oak Road and Coast Redwood Avenue.
- Sequoia Crossing - Glen Oak Road and Berge View Avenue.
- Meriwether - Thayer Road and Wynton Drive.
- Caufield Place - Caufield Road and Voyage Road.
- Dawn Meadows - Rose Road and Sprite Way.
- Filbert Run - Central Point Road and Hazelnut Avenue.
- Douglas Grove - Thayer Road and Blue Blossom Way.
- Maple Lane - Sugarpine Street and Whitehorse Court.
- Glen Oak Meadows - Mossy Meadow Drive Avenue and Brittany Terrace

As outlined in prior testimony, alley load development will drive up home prices. Building twice as many streets will impact the overall cost of development, it will increase lot costs accordingly, and the end user will see higher priced homes as a result. Beyond that, it is our firm belief that alley load development creates an inferior and less desirable product to the end user, when compared to standard/typical front load garages with functional rear yards. I'm hopeful the attached pictures and details will assist with you coming to the same conclusion.

In addition, the city is now proposing to place all future ownership and maintenance responsibilities affiliated with future alleys, directly in the hands of the future property owners and communities that adjoin alleys. This is in response to recent discussions between planning and public works, after public works voiced their concerns affiliated with alley load development within this city (constrained streets, more expense, more burden on the city requiring more streets to maintain, more burden to city storm, etc.). If this comes to fruition,

this will put the burden on the future homeowners to pay for all future maintenance of these “extra” streets. That forces HOA’s, which is another deterrent of future homebuyers, and adds more cost that they must bear. Salt on the wound if you will. Not only will alley load drive up finished home prices, this newly proposed “solution” to who’s going to pay for and maintain the alleys, just got worse. Let’s create an inferior product, that costs more to the consumer, and then tax them on the alley load streets via an HOA. How does this help promote equitable housing? It achieves the opposite. Even more concerning is what condition these alleys will be in when maintenance is needed and necessary repairs are taken out of the hands of the city. Making an HOA the decision maker on when/if street maintenance is needed will be problematic. And what happens when an HOA dissolves or is disbanded, which is not uncommon after developers establish them and turn them over to the community?

This example is not intended to discredit any members of city staff in anyway. We greatly appreciate ALL members of OC’s staff, in all departments. I’m just pointing out what we’re experiencing more and more of lately, in nearly all of the jurisdictions that we work in. “Solutions” that don’t solve the problem, and directly conflict with the goals and objectives of the equitable housing program. It’s a pattern that we’re seeing regularly, in which the proverbial can gets kicked down the road, through development, and onto the end user. This is a major factor that has led us to where we are today, with home prices continuing to rise. Increased development fees and costs, more construction standards, more development requirements, more planning restrictions, are ALL factors that drive up housing prices. Then we’re asked why homes are so expensive to construct??? We’re never going to achieve a realistic and obtainable approach to equitable housing until these issues are dealt with head on. Alley load development does not align with the demands of the consumer, nor will it in anyway, create opportunities to bring home prices down. The end result is what it is, home prices will continue to rise.

Again, we greatly appreciate your time and effort spent on reviewing the current code revisions and ensuring the final code adoptions align with the goals and objectives of the equitable housing program. We’re hopeful you can see the negative impacts affiliated with alley load development. Not just from members of the development community, but from the views and prospective of the community in full, including the desires of neighboring property owners and future homebuyers in whole.

Sincerely,



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# Alley Load Development in Oregon City. Is this really the desire of the city?

Sequoia Landing in Oregon City



More impervious surface area, no rear yards, less green space, added impacts to city storm.

Douglas Grove in Oregon City



Constrained streets, no sidewalks for safe pedestrian connectivity, unsafe collection area for children, no offsite parking in alley, little to no rear yards, “fishbowl living.”



### Sequoia Landing in Oregon City



No driveways for parking outside of garages, which forces more parking off-site vs. standard front load garages with “normal” 20’ deep driveways. This conflicts with the objective/theory that alley load will provide more off-site parking. Alley load development will do the opposite.

### Sequoia Crossing in Oregon City



Example of alley load development with topography challenges. Front entrances elevated with porches/stair connectivity to streets and sidewalks. This example reflects minimal topography challenges. The majority of the Park Place Concept Area is on much steeper sloped terrain. The finished homes in Park Place will be impacted greater with much more grade differentiation and more steps/landings down to the streets.



### Dawn Meadows in Oregon City



Example of finished alley load product, street side. Homes closer to street, small front yards, NO rear yards.



Dawn Meadows in Oregon City – ALLEY LOAD ON LEFT, STANDARD LOAD ON RIGHT



Note, plenty of offsite parking is available on the non-alley load side of the street. Note more cars are utilizing the parking on the non-alley side of the street. Off-site parking is not an impossibility or challenge with standard front load garages.

Dawn Meadows in Oregon City #1



Example of typical FRONT load garage on one side of street (compare to photo below)...



Dawn Meadows in Oregon City #2



Example of ALLEY load garage on the other side of the street (compare to photo above).



Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.

Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.

Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.



Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.

### Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.

Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.



Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard.

Alley Load in Oregon City



Example of ALLEY load garage, note NO rear yard, NO driveways for on-site parking.



Alley Load in Oregon City



Example of ALLEY load garage, note minimal, non-private rear yard, steps into home.

Alley Load in Oregon City



Example of ALLEY load garage, note NO rear yards, no privacy.



### Alley Load in Oregon City



Example of ALLEY load garage, note no/minimal rear yards, and excess impervious area needed to serve just 2 homes.

**These are not selective photos. If you have an opportunity to view these projects first hand, you'll see these photos represent these projects in their entirety.**