OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION FORM

JUN25 9:19

Type I (OCMC 17.50.030.A)	Type II (OCMC 17.50.030.B)	Type III / IV (OCMC 17.50.030.C)
☐ Compatibility Review	☐ Extension	☑ Annexation
☐ Lot Line Adjustment	☐ Detailed Development Review	☐ Code Interpretation / Similar Use
☐ Non-Conforming Use Review	☐ Geotechnical Hazards	☐ Concept Development Plan
☐ Natural Resource (NROD) Verification	☐ Minor Partition (<4 lots)	☐ Conditional Use
☐ Site Plan and Design Review	☐ Minor Site Plan & Design Review	☐ Comprehensive Plan Amendment (Text/Map)
	☐ Non-Conforming Use Review	☐ Detailed Development Plan
	☐ Site Plan and Design Review	☐ Historic Review
	☑ Subdivision (4+ lots)	☐ Municipal Code Amendment
	☐ Minor Variance	☐ Variance
	☐ Natural Resource (NROD) Review	☑ Zone Change

File Number(s): GLUA-19-00021 / AN-19-00002/SUB-19-00001/ZC-19-00002

Proposed Land Use or Activity: Annexation and re-zone to R-3.5 dwelling district with subdivision

Project Name: _____ Number of Lots Proposed (If Applicable): 7 lots

Physical Address of Site: 14576 S Maplelane Rd, Oregon city, OR 97045

Clackamas County Map and Tax Lot Number(s): 3-2E-04DB-00200

Applicant(s):

Applicant(s) Signature: Desiree Rowland

Applicant(s) Name Printed: Nathan & Desiree Rowland Date: 6-24-19

Mailing Address: 13310 SE Valemont Ln, Happy Valley, OR 97086

Phone: 503-913-2386 Fax: – Email: rowland.desiree@yahoo.com

Property Owner(s):

Property Owner(s) Signature: Desiree Rowland

Property Owner(s) Name Printed: Nathan & Desiree Rowland Date: 6-24-19

Mailing Address: 13310 SE Valemont Ln, Happy Valley, OR 97086

Phone: 503-913-2386 Fax: – Email: rowland.desiree@yahoo.com

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

PETITION OF OWNERS OF 100 % OF LAND AND PETITION OF A MAJORITY OF REGISTERED VOTERS

PETITION FOR ANNEXATION TO THE CITY OF OREGON CITY , OREGON

TO: The City Commission of the City of Oregon City, Oregon:

We, the undersigned property owners of and/or registered voters in the area described below, hereby petition for, and give our consent to, annexation of the area to the City of Oregon City.

The property to be annexed is described as follows:

(Insert Legal Description here OR attach it as Exhibit "A")

A part of Block A of vacated WESTOVER ACRES, a plat of record in Section 4, Township 3 South, Range 2 East of the Willamette Meridian in the County of Clackamas and State of Oregon, being more particularly described as follows:
Beginning at the Northeast corner of Lot 4, Block A, vacated WESTOVER ACRES; thence South 67°11' West in the center of Maple Lane Road, 133.56 feet to the true place of beginning of the tract herein to be described; thence South 0°58' East 315.34 feet; thence South 89°02' West 147.68 feet; thence North 0°58' West 256.12 feet to the center of Maple Lane Road; thence North 67°11' East in the center of said road 159.10 feet to the true place of beginning.
NOTE: This legal description was created prior to January 1, 2008.

A part of Block A of vacated WESTOVER ACRES, a plat of record in Section 4, Township 3 South, Range 2 East of the Willamette Meridian in the County of Clackamas and State of Oregon, being more particularly described as follows:
Beginning at the Northeast corner of Lot 4, Block A, vacated WESTOVER ACRES; thence South 67°11' West in the center of Maple Lane Road, 133.56 feet to the true place of beginning of the tract herein to be described; thence South 0°58' East 315.34 feet; thence South 89°02' West 147.68 feet; thence North 0°58' West 256.12 feet to the center of Maple Lane Road; thence North 67°11' East in the center of said road 159.10 feet to the true place of beginning.
NOTE: This legal description was created prior to January 1, 2008.

AUG 2019
RECEIVED
CLACKAMAS
COUNTY
ASSESSOR

MN
08.07.19

CITY OF OREGON CITY

ANNEXATION PETITION

By signing below I indicate my consent to and support of being annexed into the City of Oregon City, and my consent for having my signature (below) used for any application form required for the annexation, including but not limited to the City of Oregon City's Land Use Application Form.

NOTE: This petition may be signed by qualified persons even though they may not know their property description or precinct number.

SIGNATURE	PRINTED NAME	I AM A *			ADDRESS	PROPERTY DESCRIPTION				PRECINCT #	DATE
		PO	RV	OV		LOT #	1/4 SEC	TWNSHP	RANGE		
Desiree Rowland	Desiree Rowland			✓	14576 S Maple Lane Rd, Oregon City, OR 97045	200	N.W.1/4 S.E.1/4 SEC.4	3S	2N		6/25/19

* PO = Property Owner
RV = Registered Voter
OV = Owner and Registered Voter

CERTIFICATION OF PROPERTY OWNERSHIP OF

100% OF LAND AREA

(City 100% Ownership Method)

I hereby certify that the attached petition for a proposed boundary change involving the territory described in the petition contains the names of the owners* of 100% of the land area within the annexation area described in the petition, as shown on the last available complete assessment roll.

AUG 2019
RECEIVED
CLACKAMAS
COUNTY
ASSESSOR

NAME Mary Neigel

TITLE GIS Cartographer II

DEPARTMENT Assessment & Tax

COUNTY OF Clackamas

DATE 08·07·19

* "Owner" means the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes of the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

CERTIFICATION OF LEGAL DESCRIPTION AND MAP

I hereby certify that the description of the property included within the attached petition (located on Assessor's Map 32E04 DB) has been checked by me and it is a true and exact description of the property under consideration, and the description corresponds to the attached map indicating the property under consideration.

AUG 2019
RECEIVED
CLACKAMAS
COUNTY
ASSESSOR

NAME Mary Neigel

TITLE GIS Cartographer II

DEPARTMENT Assessment & Tax

COUNTY OF Clackamas

DATE 08.07.19

NOTICE LIST

(This form is NOT the petition)

ALL OWNERS OF PROPERTY AND/OR REGISTERED VOTERS INCLUDED IN BOUNDARY CHANGE PROPOSAL AREA. ALL OWNERS OF PROPERTY WITHIN 300 FEET OF THE OUTSIDE BOUNDARY OF THE AREA TO BE ANNEXED.

NAME OF OWNER/VOTER	ADDRESS	PROPERTY DESIGNATION (Indicate tax lot, section number, Township and Range)
(1) SEE LIST OF PROPERTY OWNERS WITHIN 300' ATTACHED SEPARATELY		
(2)		
(3)		
(4)		
(5)		
(6)		

BOUNDARY CHANGE INFORMATION SHEET

I. **EXISTING CONDITIONS IN AREA TO BE ANNEXED**

A. General location Approx 1/2 mi. E of OR Hwy 213 on S side of S Maplelane Rd on eastern boundary of Oregon City

B. Land Area: Acres 1.0 or Square Miles _____

C. General description of territory. (Include topographic features such as slopes, vegetation, drainage basins, floodplain areas, which are pertinent to this proposal).
The property is mostly level. Structures include one single-family home and one accessory structure.
The site is not located within any known floodplain, natural resources, or geologic hazard areas.

D. Describe land uses on surrounding parcels. Use tax lots as reference points.

North: 3-2E-04B -02892. Single family residence 0.85 acres (County)

East: 3-2E-04B -00100. Single family residence 0.97 acres (County)

South: 3-2E-04B -00300. Single family residence 0.9 acres (City)

West: 3-2E-04B -00500. Single family residence 0.75 acres (Annexed 2018)

E. Existing Land Use:

Number of single-family units 1 Number of multi-family units _____

Number commercial structures _____ Number industrial structures _____

Public facilities or other uses _____

What is the current use of the land proposed to be annexed: Single family residential

F. Total current year Assessed Valuation $ 222,767.00

G. Total existing population 4

III. LAND USE AND PLANNING

A. What is the applicable County Planning Designation? FU-10
What City Planning Designation is being sought? R-3.5

B. What is the zoning on the territory to be served? County FU-10

What zoning designation is being sought? R-3.5

C. Is the subject territory to be developed at this time? YES

D. Generally describe the anticipated development (building types, facilities, number of units).
7-lot subdivision for medium density residential development, single-family

E. Can the proposed development be accomplished under current county zoning?
☐ Yes ☒ No

If No,---has a zone change been sought from the county either formally or informally.

☐ Yes ☒ No

Please describe outcome of zone change request if answer to previous questions was Yes.

F. Is the proposed development compatible with the city's comprehensive land use plan for the area?

☒ Yes ☐ No ☐ City has no Plan for the area.

Has the proposed development been discussed either formally or informally with any of the following? (Please indicate)

☐ City Planning Commission ☒ City Planning Staff
☐ City Council ☐ City Manager

Please describe the reaction to the proposed development from the persons or agencies indicated above.
See Oregon City pre-application conference notes PA-19-18

G. Please indicate all permits and/or approvals from a City, County, or Regional Government which will be needed for the proposed development. If already granted, please indicate date of approval and identifying number:

APPROVAL	PROJECT FILE #	DATE OF APPROVAL	FUTURE REQUIREMENT
Metro UGB Amendment			
City or County Plan Amendment			
Pre-Application Hearing (City or County)	PA-19-18	4/30/19	
Preliminary Subdivision Approval			SUB-19-00001
Final Plat Approval			
Land Partition			
Conditional Use			
Variance			
Sub-Surface Sewage Disposal			
Building Permit			

Please submit copies of proceedings relating to any of the above permits or approvals which are pertinent to the annexation.
PR-135-2019/ GLUA-19-00021/ AN-19-00002/SUB-19-00001/ ZC-19-00002

H. Does the proposed development comply with applicable regional, county or city comprehensive plans? Please describe.

TBD - City staff recommendation to Planning Commission pending

I. If a city and/or county-sanctioned citizens' group exists in the area of the annexation, please list its name and address of a contact person.
Caufield Neighborhood Association - City

Hamlet of Beavercreek - County

IV. SERVICES AND UTILITIES

A. Please indicate the following:

1. Location and size of nearest water line which can serve the subject area.
See Pre-Application Conference PA-19-18 Public Works Notes

Both Clackamas River Water and Oregon City water lines available

2. Location and size of nearest sewer line which can serve the subject area.
Sewer line to be extended in Maplelane Rd
See Pre-Application Conference PA-19-18 Public Works Notes

3. Proximity of other facilities (storm drains, fire engine companies, etc.) which can serve the subject area

See Pre-Application Conference PA-19-18 Public Works Notes

Property to remain within Clackamas Fire District #1

4. The time at which services can be reasonably provided by the city or district.
Prior to final plat approval, estimated 2020.

5. The estimated cost of extending such facilities and/or services and what is to be the method of financing. (Attach any supporting documents.)
Developer is required to make all public improvements

See Pre-Application Conference PA-19-18 Public Works Notes

6. Availability of the desired service from any other unit of local government. (Please indicate the government.)

Oregon City Police Department, all general city administrative services to be provided upon annexation

B. If the territory described in the proposal is presently included within the boundaries of or being served extraterritorially or contractually by, any of the following types of governmental units, please so indicate by stating the name or names of the governmental units involved.

City Oregon City

~~Rural~~ Fire Dist Clackamas Fire District #1

County Service Dist. _____

Sanitary District _____

Hwy. Lighting Dist. _____

Water District Clackamas River Water

Grade School Dist. OCSD Redland Elem ~~Ogden Middle~~ School

Drainage District _____

High School Dist. OCSD - OC High School

Diking District _____

Library Dist. _____

Park & Rec. Dist. _____

Special Road Dist. _____

Other Dist. Supplying Water Service ____

C. If the territory is proposed to be served by any of the above units or any other units of government please note.
Property to remain in OCSD, CCFD#1
Property will de-annex from CRW
Annex to Tri-City Sewer District (separately)

D. If any of the above units are presently servicing the territory (for instance, are

residents in the territory hooked up to a public sewer or water system), please so describe.

Clackamas River Water

APPLICANT'S NAME Nathan & Desiree Rowland

MAILING ADDRESS 13310 SE Valemont Ln
Happy Valley, OR 97086

TELEPHONE NUMBER 503-913-2386 (Work)

(Res.)

REPRESENTING

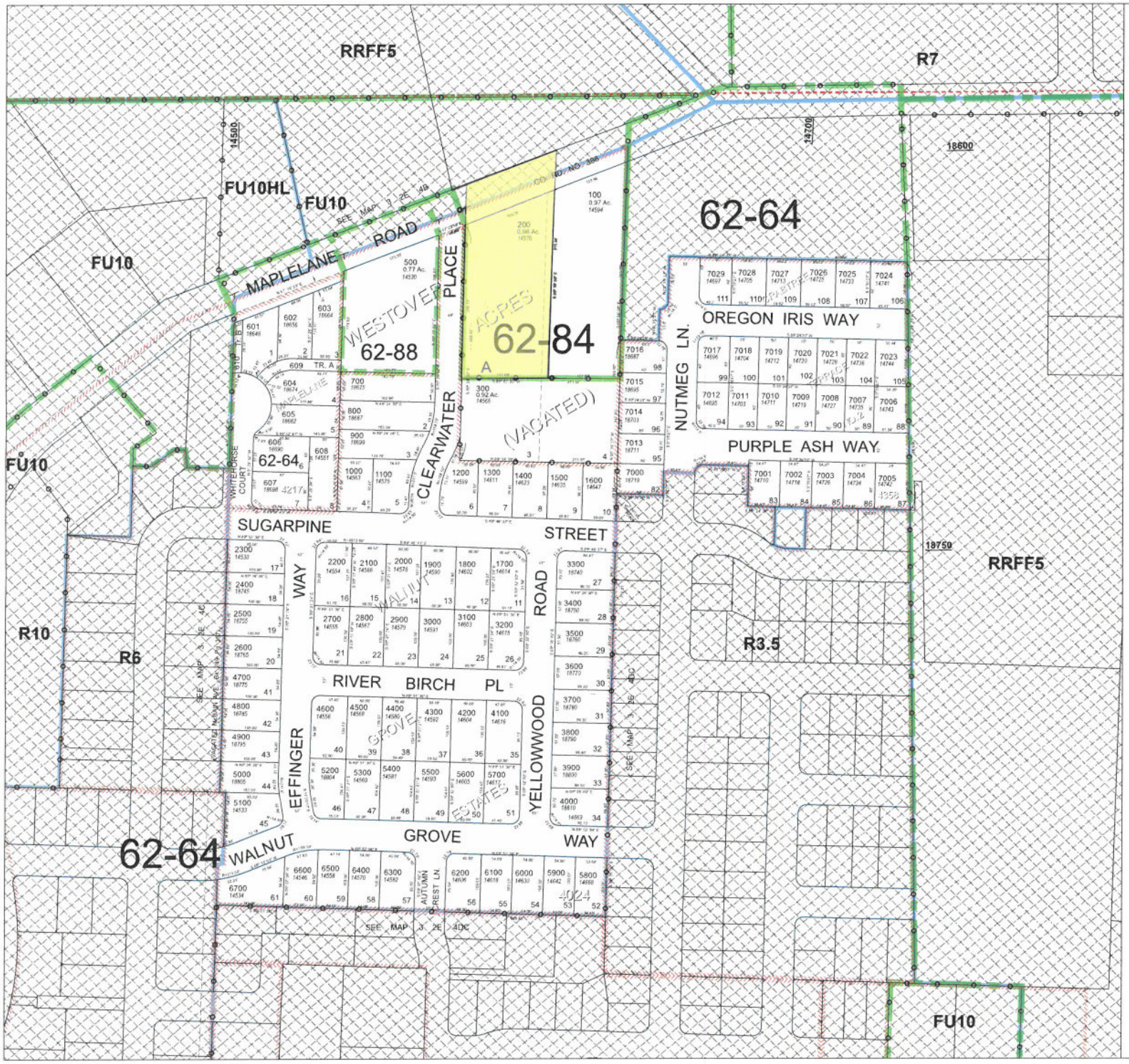
DATE: 6/25/19

3 2 E 04DB

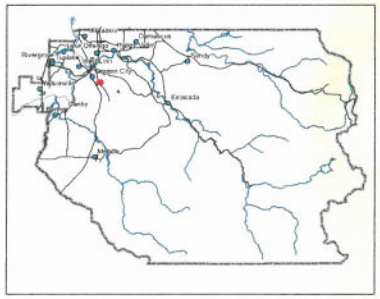
N.W.1/4 S.E.1/4 SEC.4 T.3S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 100'

D. L. C.
J. G. SWAFFORD UNRECORDED

Cancelled Taxlots
400
600
6500



- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT PURPOSES ONLY

6/24/2019

3 2 E 04DB

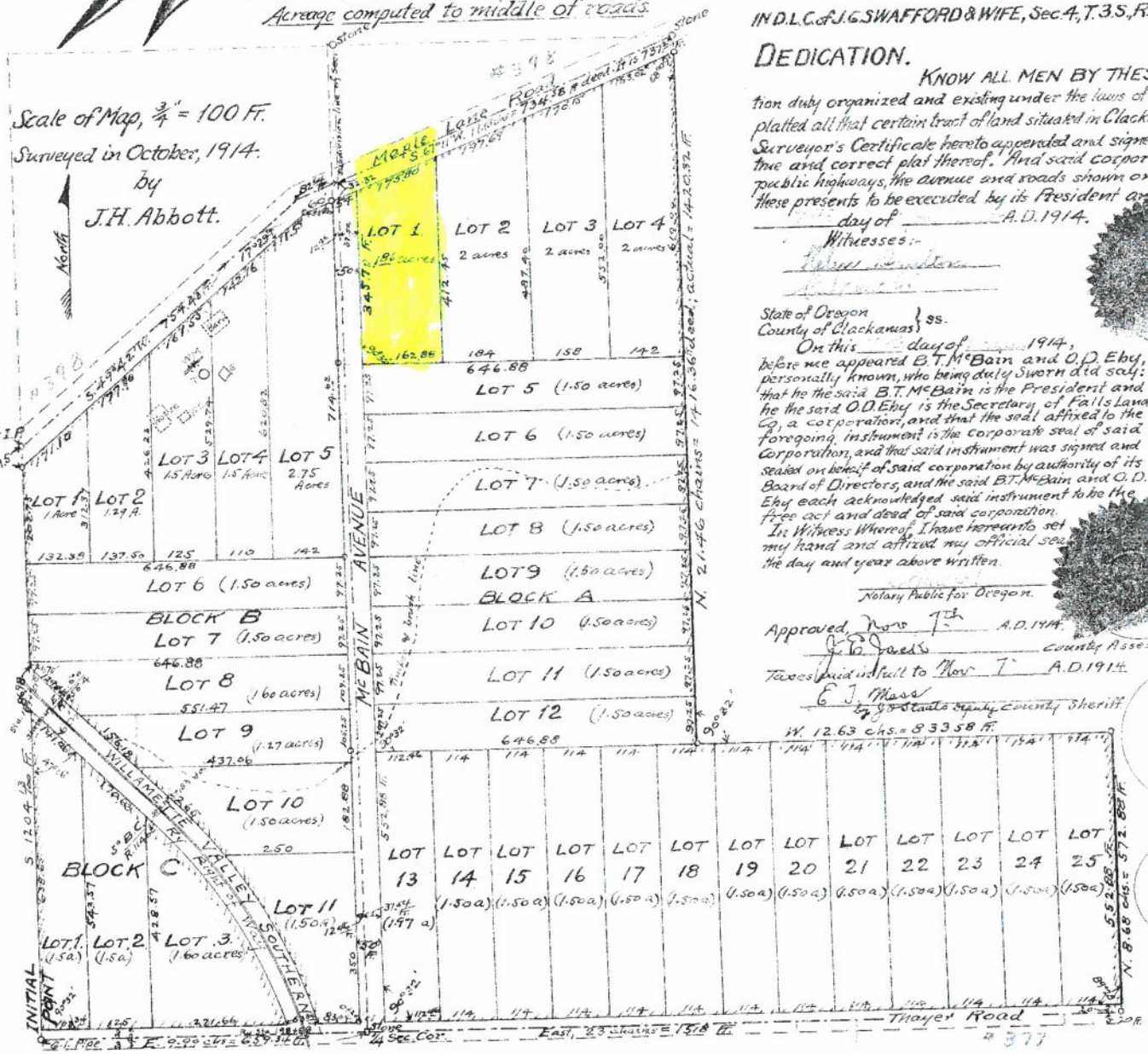
Bk 14

WESTOVER ACRES.

Acreage computed to middle of roads

IN D.L.C. of J.G. SWAFFORD & WIFE, Sec. 4, T. 3 S., R. 2 E. of W.M., CLACKAMAS COUNTY, OREGON.

Scale of Map, 3/4" = 100 FT.
Surveyed in October, 1914.
by
J.H. Abbott.



DEDICATION.

KNOW ALL MEN BY THESE PRESENTS, That the Falls Land Co, a corp tion duly organized and existing under the laws of the State of Oregon, does hereby certify and declare that it ha platted all that certain tract of land situated in Clackamas County, State of Oregon, particularly described as in Surveyor's Certificate hereto appended and signed by J.H. Abbott, Surveyor, and that the annexed map true and correct plat thereof. And said corporation does hereby dedicate to the use of the public forever public highways, the avenue and roads shown on said map. In witness whereof, said corporation has ca these presents to be executed by its President and Secretary, by authority of its board of directors, th

_____ day of _____ A.D. 1914.

Witnesses:-

FALLS LAND CO

By _____, Preside

and _____, Secreta

State of Oregon
County of Clackamas } ss.

On this _____ day of _____ 1914, before me appeared B.T. McBain and O.D. Eby, personally known, who being duly Sworn did say: that he the said B.T. McBain is the President and he the said O.D. Eby is the Secretary of Falls Land Co, a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and the said B.T. McBain and O.D. Eby each acknowledged said instrument to be the free act and deed of said corporation.

In Witness Whereof, I have hereunto set my hand and affixed my official sea the day and year above written.

Notary Public for Oregon.

Approved Nov 7th A.D. 1914.
J.B. Jones County Assessor.

Taxes paid in full to Nov 7 A.D. 1914
E. J. Mass
Deputy County Sheriff

Notarial Seal

SURVEYOR'S CERTIFICATE.

State of Oregon
County of Clackamas } ss.

I, J.H. Abbott, first being duly swo depose & say that I have surveyed, subdivided and marked proper monuments the land represented on the annexed "Westover Acres" situate in Section 4, T 3 S, R 2 E. of Clackamas County, Oregon. I have set for my "Initial Po a 2 inch Galv. Iron Pipe 3 feet long the top 6" below the surface middle of "Thayer Road" at the S.W. Cor. of the land, and o South boundary of said Section 4, at 659.34/100 feet West of t Section corner, from which I ran the boundaries of W Acres" as follows:-

East on Section line 2177 feet to S.E. Cor; thence 572 feet; thence West 833 feet; thence North 14.16 feet to at N.E. Cor in middle of Maple Lane Road, thence S. 67°11' W middle line of said road to the intersection with the N. & S. sub line of said Section 4, thence continuing along middle of to point at N.W. Cor. 1204 ft. North of beginning; the South 1204 ft. to place of beginning, excepting there a sixty (60) feet Right of Way deeded to the Willame Valley Southern Ry Co. The courses and distance correspond to deed; Corrections thereto being shown o annexed map.

J.H. Abbott

Subscribed & sworn to before me this 27th day of Oct A.D. 1914
Geo. H. Dunegan
Notary Public for Oregon.

Approved Nov 7th A.D. 19
D.T. Meldrum County Su
by J.H. Johnson Deputy

Approved by County Court, December 4th A.D. 1914.

Seal of Co. Court

H.J. Anderson County Judge.
W. Smith County Commissi
W. H. Watson County Commission

ATTEST: W. Mulvey County Cle

396

SN2006-104 sheet 1 of 4

CLACKAMAS COUNTY SURVEYOR
RECEIVED: 10-13-05
ACCEPTED FOR FILING: 2-28-06
SURVEY NUMBER: SN2006-104

RECORD OF SURVEY

LOCATED IN THE SOUTHEAST ONE-QUARTER AND THE SOUTHWEST ONE-QUARTER OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, CITY OF OREGON CITY, OREGON.

October 3, 2005

INDEX

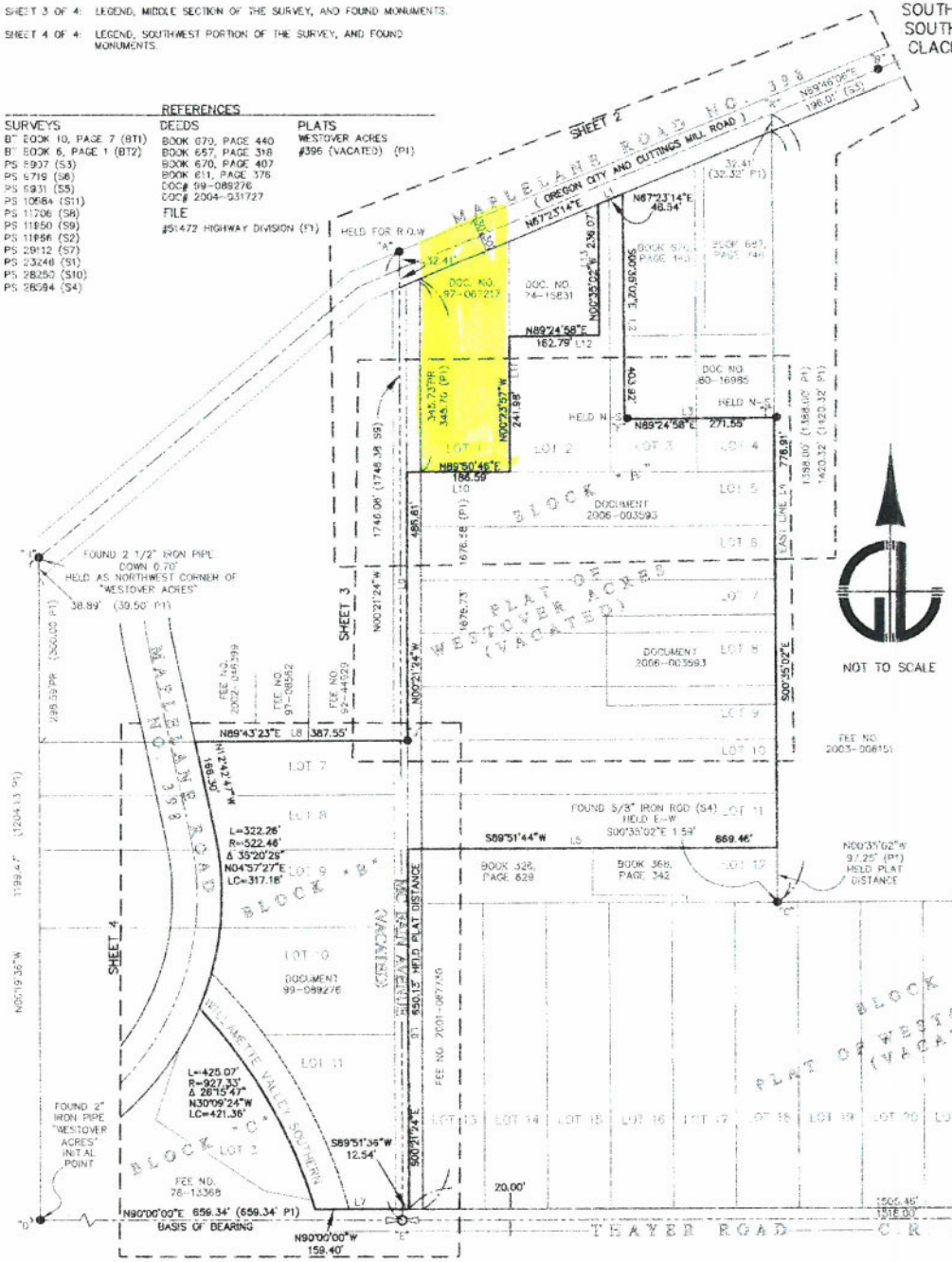
REFERENCES

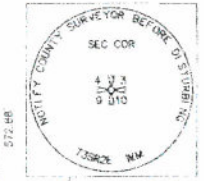
SURVEYS
B" BOOK 10, PAGE 7 (BT1)
B" BOOK 6, PAGE 1 (BT2)
PS 8937 (S3)
PS 6719 (S6)
PS 6931 (S5)
PS 10684 (S11)
PS 11706 (S8)
PS 11850 (S9)
PS 11856 (S2)
PS 29112 (S7)
PS 23248 (S1)
PS 28250 (S10)
PS 28094 (S4)

DEEDS
BOOK 670, PAGE 440
BOOK 657, PAGE 318
BOOK 670, PAGE 407
BOOK 611, PAGE 376
DOC# 99-089276
DOC# 2004-031727

FILE
#51472 HIGHWAY DIVISION (F1)

PLATS
WESTOVER ACRES
#396 (VACATED) (P1)





NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO LOCATE AND MONUMENT THE BOUNDARY LINES OF THOSE PROPERTIES DESCRIBED IN DOCUMENT NUMBERS 99-089276 AND 2006-003593, LOCATED IN THE SOUTH HALF OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, COUNTY OF CLACKAMAS AND STATE OF OREGON, FOR THE FUTURE PLATS OF WALNUT GROVE ESTATES, AND WALNUT GROVE ESTATES NO. 2.

THE SUBJECT PARCEL, AS WELL AS ADJOINING DOCUMENTS ARE BASED UPON THE VACATED PLAT OF "WESTOVER ACRES", THEREFORE SAID PLAT WAS HELD AS A CONTROLLING ELEMENT FOR THIS SURVEY. PLAT DISTANCE AND ANGLES WERE HELD UNLESS A PRORATION BETTER FIT USE LINES.

THE BASIS OF BEARINGS FOR THIS MAP IS N90°00'00"E ALONG THE CENTERLINE OF THAYER ROAD, FROM THE 2 INCH IRON PIPE FOUND AND HELD AS THE INITIAL POINT OF THE PLAT "WESTOVER ACRES", TO THE "X" INSCRIBED STONE ALSO IN THE CENTERLINE, AND BEING THE SOUTH ONE-QUARTER CORNER OF SECTION 2, TOWNSHIP 3 SOUTH, RANGE 2 EAST, WILLAMETTER MERIDIAN, OREGON CITY, CLACKAMAS COUNTY, OREGON.

LINE L1, THE MOST NORTHERN LINE, ALSO BEING THE SOUTH RIGHT OF WAY OF MAPLELANE ROAD, WAS DETERMINED BY OFFSETTING A LINE 30 FEET (OREGON 1993 STATUES PRESCRIBE A 60 FOOT R.O.W. WHEN NO WIDTH WAS GIVEN) SOUTHERLY FROM THE CENTERLINE THAT WAS RESOLVED BY CONNECTING A LINE FROM POINT "K", TO A POINT 30 FEET TANGENT FROM POINT "A". POINT "K" WAS CREATED BY A DISTANCE-DISTANCE INTERSECTION FROM POINTS "B" (196.01' PER S3) AND "C" (HELD PLAT DISTANCE OF 1420.32').

LINE L2 IS A PARALLEL, PER DEED INTENT, AND WESTERLY OFFSET OF THE EAST LINE OF "WESTOVER ACRES", THE RECORD DEED DISTANCE OF 271.55 FEET, DEED BOOK 967, PAGE 318. THIS DISTANCE IS CONSISTANT WITH THE COMBINDED DISTANCE OF THE TWO PARCELS TO ITS NORTH, DOCUMENT NUMBERS BOOK 670, PAGE 440 AND BOOK 687, PAGE 746, CLACKAMAS COUNTY RECORDS.

LINE L3 WAS DETERMINED BY HOLDING THE MONUMENTS AT "F" AND "I" FOR THE NORTH-SOUTH POSITION OF THE SOUTH LINE OF DEED BOOK 967, PAGE 318. I BELIEVE THE INTENT OF THE THREE DOCUMENTS WERE TO BE PERPENDICULAR AND PARALLEL TO THE EAST LINE OF WESTOVER ACRES, AS WELL AS CONTIGUOUS WITH ONE ANOTHER. IF THE DOCUMENTS ARE RE-SURVEYED IN THE ORDER OF THEIR CALLS, GAPS AND OVERLAPS OCCUR. THE TWO IRON RODS FOUND ARE OF AN UNKNOWN ORIGIN, BUT THEY HAVE CREATED A USE-LINE THAT HAS BEEN OBSERVED FOR AT LEAST 35 YEARS. THE TWO ADJOINING OWNERS, WHILE IN MY PRESENCE FOR A SITE INSPECTION, SAID THAT THEY BOTH BELIEVED THE IRON RODS TO BE THE TRUE PROPERTY LINE.

LINE L4 WHICH IS THE EAST BOUNDARY OF THE WESTOVER ACRES PLAT, WAS DETERMINED BY HOLDING POINT "K" IN A SOUTHERLY DIRECTION TOWARDS POINT "C". POINT "C" WAS CALCULATED BY HOLDING PLAT ANGLES AND DISTANCES FROM THE SOUTH QUARTER CORNER, AND HOLDING THE IRON ROD SOUTHERLY OF POINT "C" FOR AN EAST-WEST POSITION.

LINE L5 WAS ESTABLISHED BY HOLDING RECORD PLAT DISTANCES ALONG LINES L4 AND L6, FROM THE NORTH LINE OF LOTS 13 THROUGH 25.

LINE L6 IS THE CENTERLINE OF VACATED MC BAIN, FROM THE NORTH RIGHT OF WAY OF THAYER ROAD TO THE EXTENTION OF THE SOUTH LINE OF LOT 11. THE CENTERLINE OF MC BAIN WAS ESTABLISHED BY OFFSETTING THE CENTER SECTION LINE TO THE EAST A DISTANCE OF 12.54 FEET. THE CENTER SECTION LINE WAS DETERMINED BY HOLDING THE "X" INSCRIBED STONE AT THE SOUTH QUARTER-CORNER AT POINT "E" TO THE IRON ROD AT POINT "A" THAT WAS SET IN SURVEY #11950. PREVIOUS SURVEYS HAVE CALCULATED THE CENTER SECTION LINE, BUT I BELIEVE SURVEY #11950 IS THE BEST REMAINING EVIDENCE FOR ESTABLISHING THE CENTER LINE OF VACATED MC BAIN, PER PLAT INTENT.

LINE L7 IS THE NORTH RIGHT OF WAY OF THAYER ROAD WHICH WAS DETERMINED BY OFFSETTING THE CENTERLINE OF THAYER 20.00 FEET NORTHERLY, THAT WAS CREATED BY HOLDING MONUMENTS "D", "F", AND "G", PER COUNTY ROAD FILE AND ACCEPTANCE.

NARRATIVE (CONTINUED)

THE SOUTHERLY RIGHT OF WAY OF THE ABANDONED WILLAMETTE VALLEY SOUTHERN RAILROAD WAS RESOLVED BY HOLDING MONUMENTS FROM THE GAYLORD SURVEY #28,594 (S4). THERE IS NO REMAINING EVIDENCE OF THE RAILROAD'S EXISTENCE AND THIS SOLUTION HAS BEEN HELD THROUGH SURVEY NUMBERS 28,594, 22086, 16193, TO 9931 WHERE PARTS WAS FIRST TO RESURVEY THE ABANDONED RIGHT OF WAY. THE RAILROAD WAS INITIALLY CREATED BY INSTRUMENT NUMBER VOLUME 134, PAGE 380. HOWEVER WITH LACK OF EXISTING MONUMENTS, IT APPEARS THAT SURVEY NUMBER 9931, RECREATED THE RIGHT OF WAY BY HOLDING A COMBINATION OF PLAT DATA, SURVEY NUMBER 3928, AND POSSIBLY PD-4-1, ALL OF CLACKAMAS COUNTY RECORDS. THERE IS NO WAY TO DETERMINE IF THE PLAT OR SURVEY NUMBER 3928 WERE ABLE TO LOCATE THE ACTUAL EXISTENCE OF THE RAILWAY TRACKS OR BALLAST, OR FOR THAT MATTER, WHETHER THE RAILROAD WAS EVER CONSTRUCTED, THEREFORE THESE TWO DOCUMENTS ARE THE BEST AND OLDEST REMAINING EVIDENCE TO RECREATE THIS RIGHT OF WAY.

THE EASTERLY RIGHT OF WAY OF THE RE-ALIGNED MAPLELANE ROAD WAS DETERMINED BY HOLDING RIGHT OF WAY MONUMENTS SHOWN IN OREGON STATE HIGHWAY DIVISION (O.S.H.D.) FILE #51472, TOGETHER WITH CONTROLLING DEED ELEMENTS PER FEE NO. 82-14421, CLACKAMAS COUNTY RECORDS, AS SHOWN.

LINE L8 IS THE NORTH LINE OF LOT 7, BLOCK B, WESTOVER ACRES, FROM THE EAST RIGHT OF WAY OF THE REALIGNED MAPLELANE ROAD TO THE CENTERLINE OF VACATED MC BAIN AVENUE. THE WEST END OF LOT 7 WAS DETERMINED BY PROPORTIONING ALONG THE WEST PLAT LINE FROM POINTS "D" TO "H", AND THE EAST END OF LOT 7 WAS DETERMINED BY HOLDING THE MONUMENT AT POINT "J" FOR A NORTH-SOUTH POSITION PER (S5).

LINE L9 IS THE CENTERLINE OF VACATED MC BAIN AVENUE FROM THE NORTH LINE OF LOT 7, BLOCK B, TO THE SOUTH LINE OF LOT 1, BLOCK A (SEE LINE L6).

LINE L10 WAS DETERMINED BY HOLDING THE NORTH LINE OF LOT 5, WHICH WAS PROPORTIONED ON THE WEST END FROM THE SOUTH RIGHT OF WAY OF MAPLELANE TO THE NORTH RIGHT OF WAY OF THAYER ROAD ALONG THE EAST RIGHT OF WAY, AND THE EAST END WAS DETERMINED BY RECORD PLAT DATA ALONG THE EAST PLAT LINE.

LINE L11 IS THE PROPORTIONED EAST LINE OF LOT 5. I PROPORTIONED THE NORTH END FROM THE EAST RIGHT OF WAY OF VACATED MC BAIN TO THE EAST PLAT BOUNDARY ALONG THE SOUTH RIGHT OF WAY OF MAPLELANE ROAD. THE SOUTH END OF LINE L11 WAS PROPORTIONED ALONG THE NORTH LINE OF LOT 5, FROM THE EAST RIGHT OF WAY OF MC BAIN TO THE EAST PLAT BOUNDARY. THE NORTH END OF LINE L11 WAS HELD AT THE SOUTHWEST CORNER OF DOCUMENT BOOK 670, PAGE 407.

LINE L12 IS THE SOUTH LINE OF DOCUMENT BOOK 670, PAGE 407, WHICH WAS RESOLVED BY HOLDING DEED DISTANCES AND ANGLES ALONG LINE L3 FROM THE NORTHEAST CORNER OF LOT 1, PERPENDICULAR TO THE EAST PLAT LINE, AND PROVIDING DEED CALLED RIGHT OF WAY FRONTAGE.

LINE L13 IS THE EAST LINE OF DEED BOOK 670, PAGE 407. DEED ANGLES AND DISTANCES WERE HELD. IT WAS HELD PARALLEL TO THE EAST LINE OF THE PLAT, AND PROVIDING THE RIGHT OF WAY FRONTAGE PER DEED INTENT.

INDEX / LEGEND

FOUND SCRIBED "X" ON STONE IN MONUMENT BOX, HELD AS CONE-QUARTER CORNER, PER BT2.

FOUND 3" ALUMINUM DISK IN MONUMENT BOX, HELD, PER BT1.

PR PROPORTIONED

● CONTROLLING MONUMENT AS NOTED

I CERTIFY THAT THIS MAP WAS PREPARED USING HP PRODUCT #C4671A ON HP #516428 POLYESTER FILM.

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JUL 16, 2003
SCOTT E ROBERTS
53,814

RENEWAL DATE 12-31-06

SURVEY PREPARED FOR:
JOHN JONES
16999 S. BRADLEY ROAD
OREGON CITY, OR 97045

MARK HANDRIS
ICON CONSTRUCTION & DEVELOPMENT, LLC
2008 S.W. WILLAMETTE FALLS DRIVE, #8
WEST LINN, OR 97068

SURVEY PREPARED BY:
G & L LAND SURVEYING, INC.
9255 S.W. NIMBUS AVE.
BEAVERTON, OREGON 97008
PHONE: (503) 641-0308
JOB NO. 2741

SN 2006-104 sheet 2 of 4

CLACKAMAS COUNTY SURVEYOR
RECEIVED: 10-13-05
ACCEPTED FOR FILING: 2-28-06
SURVEY NUMBER: SN 2006-104

RECORD OF SURVEY

LOCATED IN THE SOUTHEAST ONE-QUARTER AND THE SOUTHWEST ONE-QUARTER OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, CITY OF OREGON CITY, OREGON.
OCTOBER 3, 2005

(50) FD 5/8" IRON ROD, BENT, ORIGIN UNKNOWN, N89° 24' 58" E 0.89' HELD N-S

(51) FD 5/8" IRON ROD, ORIGIN UNKNOWN, N89° 24' 58" E 0.69' HELD N-S

(107) FD 5/8" IRON ROD, STATION: 9+41.88, RIGHT: 30.00', PER S9 HELD FOR RIGHT OF WAY

(108) FD 5/8" IRON ROD W/YPC INSCRIBED "MASON", STATION: 7+26.85, LEFT: 29.56', PER S8

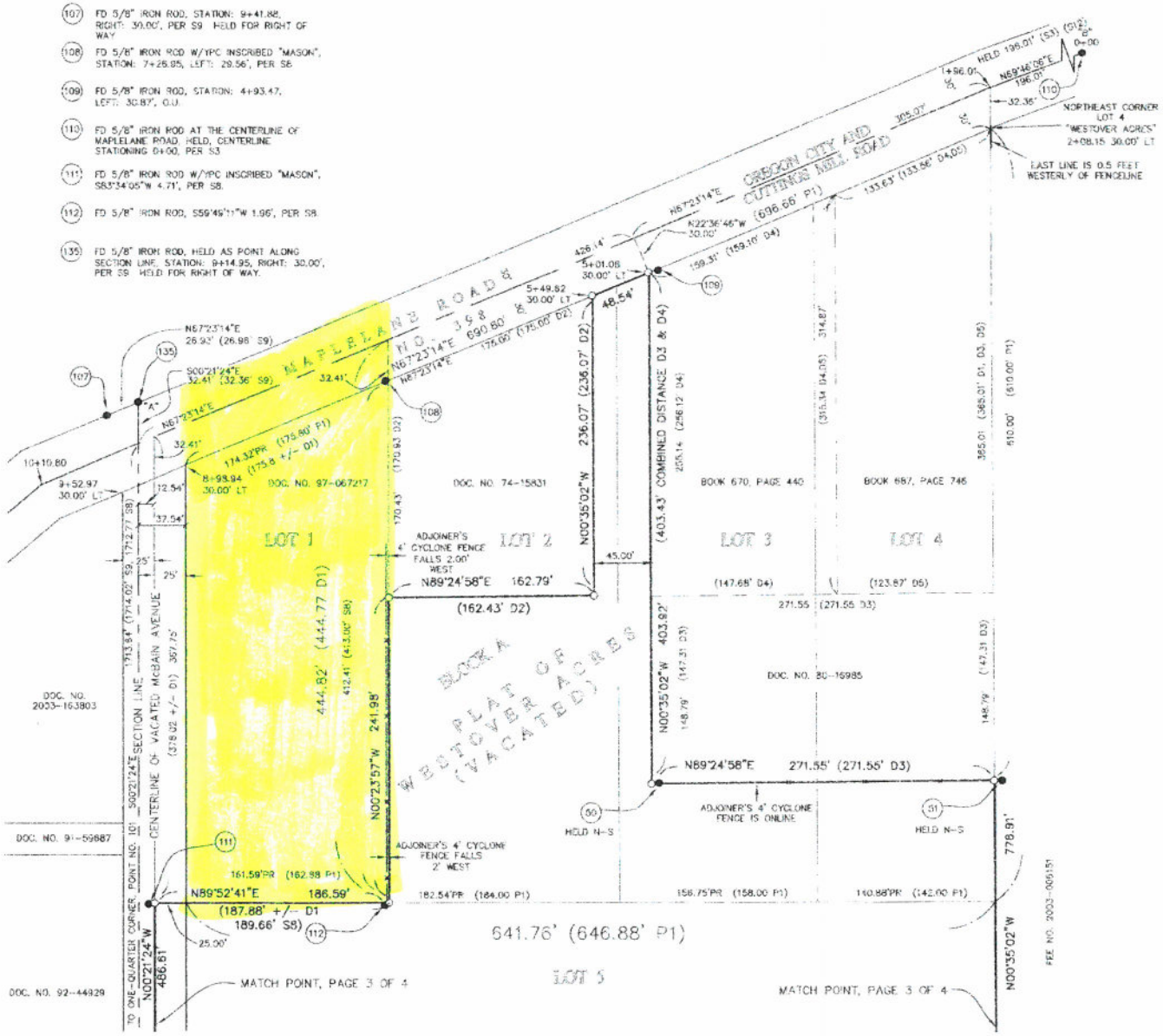
(109) FD 5/8" IRON ROD, STATION: 4+93.47, LEFT: 30.87', O.U.

(110) FD 5/8" IRON ROD AT THE CENTERLINE OF MAPLELANE ROAD, HELD, CENTERLINE STATIONING 0+00, PER S3

(111) FD 5/8" IRON ROD W/YPC INSCRIBED "MASON", S83°34'05"W 4.71', PER S8.

(112) FD 5/8" IRON ROD, S59°49'11"W 1.96', PER S8.

(135) FD 5/8" IRON ROD, HELD AS POINT ALONG SECTION LINE, STATION: 9+14.95, RIGHT: 30.00', PER S9 HELD FOR RIGHT OF WAY.



LEGEND

○	DENOTES A SET 5/8" X 30" IRON ROD WITH A YELLOW PLASTIC CAP INSCRIBED "G & L LAND SURVEYING INC.", SET ON 2/3/2005.
●	DENOTES MONUMENT FOUND AS NOTED.
FD	FOUND
PR	PROPORTIONED
W/YPC	WITH YELLOW PLASTIC CAP
( )	RECORD MEASUREMENTS
O.U.	ORIGIN UNKNOWN
DOC.	DOCUMENT
NO.	NUMBER
PS	PRIVATE SURVEY, CLACKAMAS COUNTY SURVEY RECORDS
TL	TAX LOT
(P1)	RECORD DATA PER PLAT OF "WESTOVER ACRES" (VACATED)
(D1)	RECORD DATA PER DEED DOCUMENT 97-067217
(D2)	RECORD DATA PER DEED DOCUMENT 74-15831
(D3)	RECORD DATA PER DEED DOCUMENT 80-16985
(D4)	RECORD DATA PER DEED BOOK 670, PAGE 440
(D5)	RECORD DATA PER DEED BOOK 687, PAGE 748
(S3)	RECORD DATA PER PS 5:107
(S7)	RECORD DATA PER PS 2:112
(S8)	RECORD DATA PER PS 11:706
(S9)	RECORD DATA PER PS 11:950
(S12)	RECORD DATA PER PS 10:594

SCALE: 1" = 60'

I CERTIFY THAT THIS MAP WAS PREPARED USING HP PRODUCT #C4817 A ON HP #51642B POLYESTER FILM.

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JUL 15, 2002
SCOTT E. ROBERTS
53,843
RENEWAL DATE 12-31-06

SURVEY PREPARED FOR:
JOHN JONES
16999 S. BRADLEY ROAD
OREGON CITY, OR 97045

MARK HANDRIS
ICON CONSTRUCTION & DEVELOPMENT LLC
2008 S.W. WILLAMETTE FALLS DRIVE, #B
WEST LINN, OR 97068

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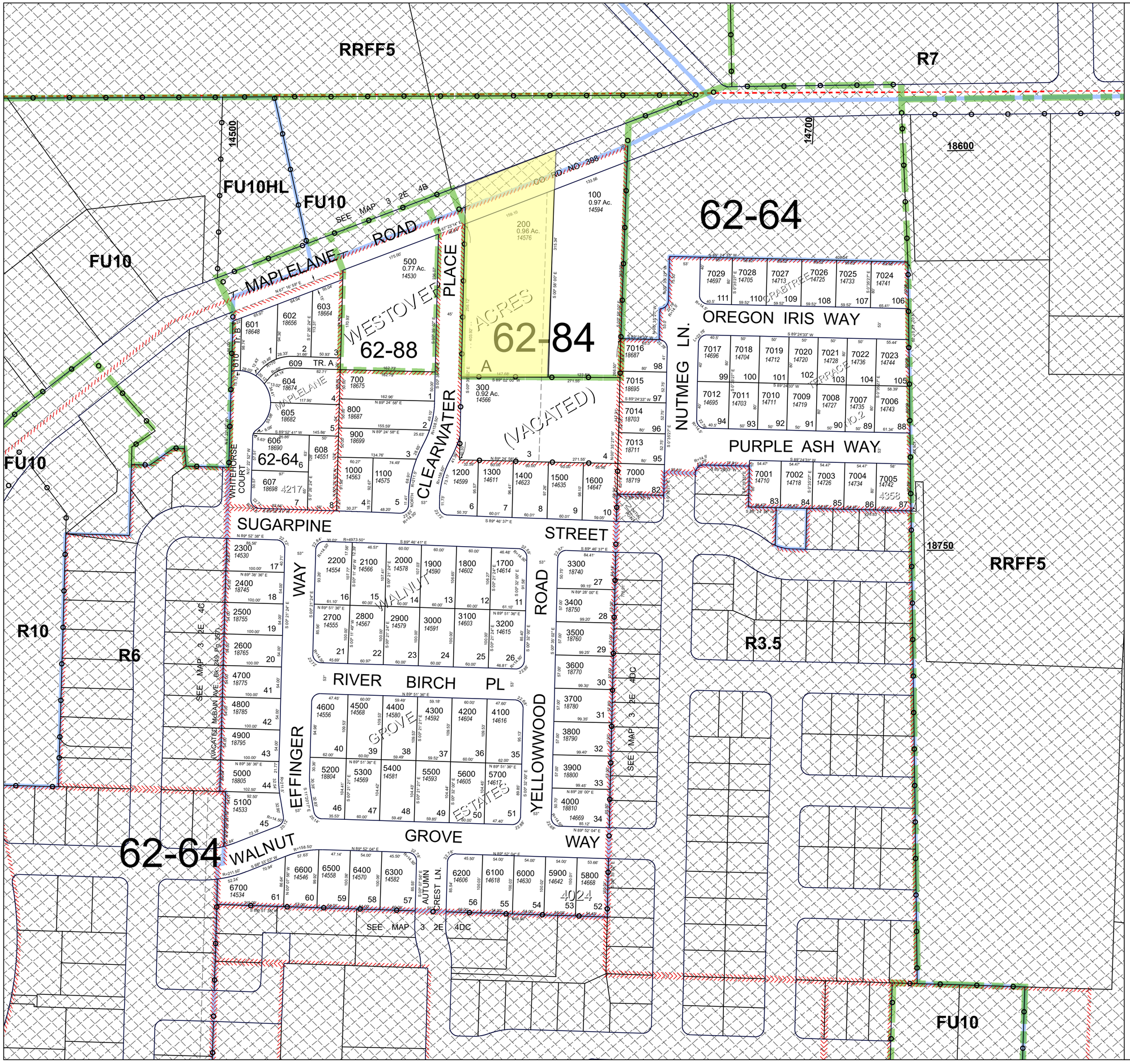
G & L LAND SURVEYING, INC.
9255 S.W. NIMBUS AVE.
BEAVERTON, OREGON 97008
PHONE: (503) 641-0308
JOB NO. 2741

3 2 E 04DB

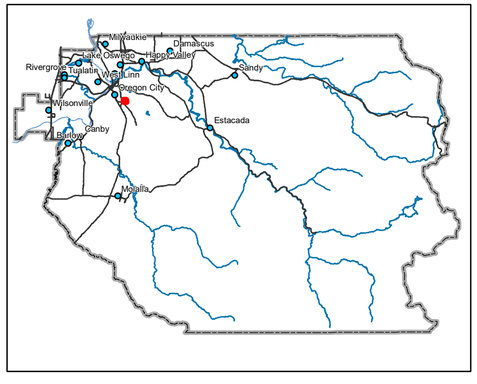
N.W.1/4 S.E.1/4 SEC.4 T.3S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 100'

D. L. C.
J. G. SWAFFORD UNRECORDED

Cancelled Taxlots
400
600
6800



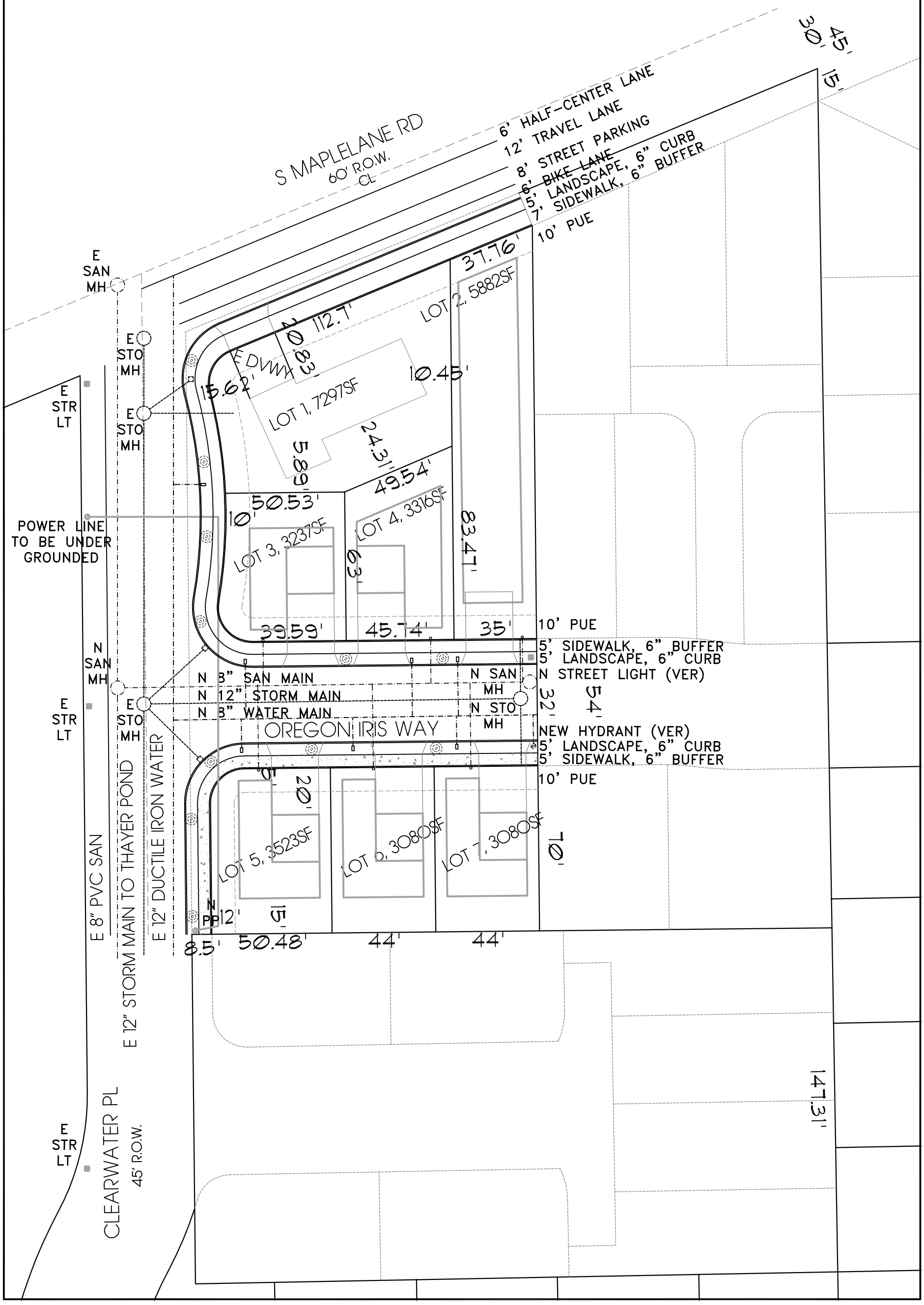
- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT PURPOSES ONLY

6/24/2019

3 2 E 04DB



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SCALE: 1" = 40'

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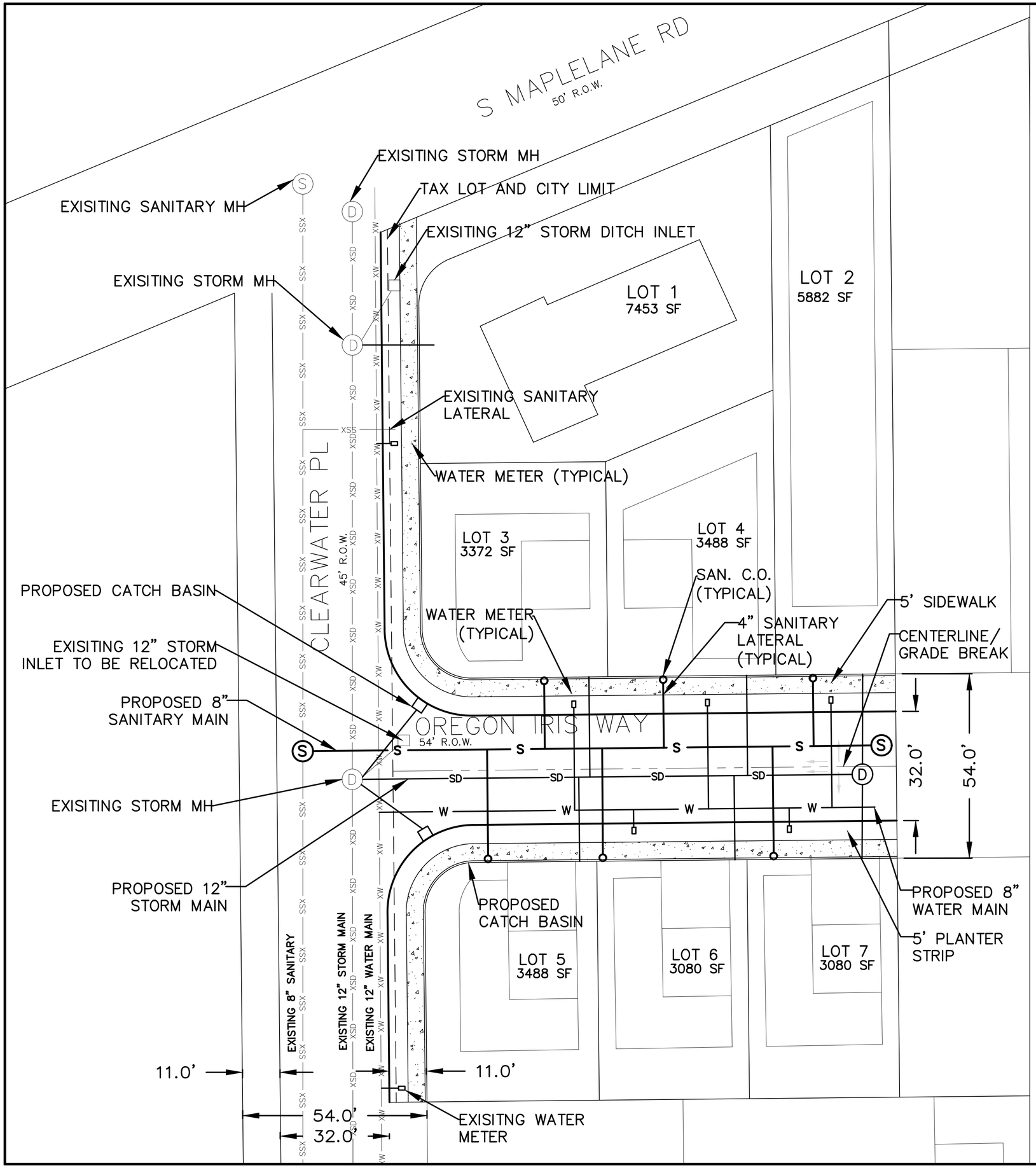
PLAN# 14576 S
NAME MAPLELANE
SHEET ROWLAND
DATE 6/13/19
SHEET#

PRELIMINARY PLAN OF 14576 S MAPLELANE



REVISIONS	BY

14576 S MAPLELANE
DESIREE ROWLAND

Utilities Plan

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	JUN 2019
SCALE	NOTED
DRAWN	SRM
JOB	19-036
SHEET	1
OF	1 SHEET

ARD ENGINEERING
21370 SW Langer Farms Pkwy
Suite 142, Sherwood, OR 97140

REGISTERED PROFESSIONAL ENGINEER
54983PE
OREGON
JULY 10, 2002
MICHAEL T. ARD
EXPIRES: 12/31/19

Technical Memorandum

To: Desiree Rowland

From: Michael Ard, PE

Date: June 4, 2019

Re: 14576 S Maplelane Road – Transportation Analysis Letter

This memorandum is written to provide information related to a proposed new residential development proposed for 14576 S Maplelane Road in Oregon City, Oregon. The subject property has an area of 0.96 acres, is currently zoned FU-10 (Future Use, 10-Acre Minimum) by Clackamas County and is proposed to be annexed into the city with R-3.5 zoning applied. Concurrently, the site is proposed to be developed with seven single-family homes. Based on the nature and scale of the development the city requires a Transportation Analysis Letter (TAL). The required contents of the letter are described in the city's *Guidelines for Transportation Impact Analyses*, Section 5.0. Each of the required elements is addressed herein. Since the proposed project includes an annexation and zone change, the requirements of Oregon's Transportation Planning Rule are also addressed.

SITE LOCATION AND PROJECT DESCRIPTION

The subject property is on the south side of S Maplelane Road east of Clearwater Place and west of S Holly Lane in Oregon City. The site is currently developed with one single-family home. The area to the south of the property has been developed with residential homes over the last 13 years, with characteristics similar to those proposed for the subject property. The proposed development will include dedication and frontage improvements for adjacent and internal streets including S Maplelane Road, Clearwater Place, and Oregon Iris Way.

S Maplelane Road is classified by both Oregon City and Clackamas County as a Minor Arterial. It has a two-lane cross-section and is striped to prohibit passing in the vicinity of the proposed development. It has a posted speed limit of 45 mph.

Clearwater Place is classified by Oregon City as a Local street. It has a two-lane cross-section with no centerline striping and a statutory residential speed limit of 25 mph. Existing sidewalks are in place along the west side of the roadway and along the southernmost 140 feet of the east side of the roadway.

Oregon Iris Way is also classified by Oregon City as a Local street. It has a two-lane cross-section with no centerline striping and a statutory residential speed limit of 25 mph. Currently, the street extends from Nutmeg Lane one block to the east; however it is anticipated that the street will be extended as additional development occurs in the area. Since the subject property does not have frontage on Nutmeg Lane,

development of the site will result in a second segment of Oregon Iris Way through the project site. Once the site to the east develops, it is expected that the two street segments will be connected.

The proposed development will include six new single-family homes on the subject property. An existing single-family home located in the northwest corner of the site will remain in place. An aerial image showing the site location is provided below. A site plan showing the proposed development is also included in the attached technical appendix.

Aerial view of project site (image from Google Earth)

TRIP GENERATION – PROPOSED DEVELOPMENT

The trip generation estimate for the proposed use was prepared using data from the *Trip Generation Manual, 10th Edition,* published by the Institute of Transportation Engineers. Trip generation was calculated

using the published trip rates for ITE land use code 210, *Single-Family Detached Housing*. The calculations are based on the number of dwelling units.

Based on the analysis, the proposed residential development is projected to generate 5 new trips during the morning peak hour, 7 new trips during the evening peak hour, and 56 new daily trips. A summary of the trip generation calculations is provided in the table below. Detailed trip generation calculation worksheets are also included in the attached technical appendix.

14576 S Maplelane Road: Proposed Development Trip Generation Calculation Summary

	Morning Peak Hour			Evening Peak Hour			Daily
	In	**Out**	**Total**	**In**	**Out**	**Total**	**Total**
7 Single-Family Homes	1	4	5	4	3	7	66
-1 Existing Home	0	-1	-1	-1	0	-1	-10
Net New Trips	**1**	**3**	**4**	**3**	**3**	**6**	**56**

TRIP GENERATION – ZONE CHANGE

Since the proposed development will require annexation and a zone change, an additional trip generation analysis was prepared to allow comparisons between the "reasonable worst case" development scenarios under the existing and proposed zoning designations. Under the existing Clackamas County FU-10 zoning, the site can be developed with one single-family home. Based on the city's Comprehensive Plan designation of MR (Medium-Density Residential) for the site, it can be zoned as either R-5 or R-3.5 by the city upon annexation. These zoning designations require minimum lot sizes of 5,000 square feet and 3,500 square feet, respectively.

The subject property is proposed to be annexed with R-3.5 zoning. It should be noted that the city's current Transportation System Plan was developed using the comprehensive plan designation of MR for the site. This means that the city's long-range transportation system model already accounts for development within the subject property at no less than R-5 density.

Trip generation estimates were prepared for the existing FU-10 zoning, the R-5 zoning considered in developing the city's TSP, and the proposed R-3.5 zoning. The trip estimates were prepared using data from the *Trip Generation Manual, 10th Edition,* published by the Institute of Transportation Engineers using the published trip rates for ITE land use code 210, *Single-Family Detached Housing*. Again, the calculations are based on the number of dwelling units.

Under existing conditions, the subject property has an area of approximately 0.96 acres. This lot size is permitted to be developed with no more than one single-family home (which is also the existing development level on the site).

Upon annexation of the property into Oregon City and development of the site, street dedications will be required along the existing frontages of S Maplelane Road and Clearwater Drive, as well as along the planned alignment of Oregon Iris Way. Following these required dedications, the subject property will have a net developable area of 29,963 square feet. This equates to a maximum development scenario of 5 homes under R-5 zoning and 8 homes under R-3.5 zoning.

A summary of the trip generation calculations for each of the three zoning designations is provided in the table below. Again, detailed trip generation calculation worksheets are provided in the attached technical appendix.

14576 S Maplelane Road: Zone Change Trip Generation Calculation Summary

	Morning Peak Hour			Evening Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Existing FU-10 Zoning (1 home)	0	1	1	1	0	1	10
R-5 Zoning (5 Homes)	1	3	4	3	2	5	48
R-3.5 Zoning (8 Homes)	2	4	6	5	3	8	76

The comparison between the zoning scenarios shows that the proposed change from FU-10 Clackamas County zoning to R-3.5 Oregon City zoning will result in a net increase of up to 5 trips during the morning peak hour, 7 trips during the evening peak hour, and 66 daily trips. As compared to the assumptions used in developing the city's Transportation System Plan, the proposed zoning would result in a net increase of up to 2 trips during the morning peak hour, 3 trips during the evening peak hour, and 28 daily trips.

DRIVEWAY WIDTH STANDARDS

Oregon City Municipal Code Section 12.04.025 requires that driveways serving single-family residential homes have a width of 10-12 feet for a one-car garage or parking space, 12-24 feet for a two-car garage or parking space, and 18-30 feet for a three-car garage or parking space. The driveways for the proposed homes will be designed to meet these width standards.

SPACING STANDARDS

For local streets such as Clearwater Place and Oregon Iris Way, Oregon City Municipal Code Section 12.04.195 requires a minimum distance of 25 feet between any driveway and any public intersection. Additionally, a minimum spacing of 25 feet is required between driveways for uses other than single and two-family dwellings. In this instance, all of the proposed new driveways will serve single-family homes so there is no applicable inter-driveway spacing standard. However, all proposed new driveways must be spaced at least 25 feet from the nearest intersecting street as measured from the near side of the driveway to the near side of the intersecting street's right-of-way edge. Under the proposed site plan, all new homes will take access to Oregon Iris Way. Based on a review of the site plan the two driveways on the north and south sides of Oregon Iris Way closest to Clearwater Place will have spacing of 30 feet and 25 feet, respectively. Accordingly, Oregon City's spacing standards are met.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was evaluated for the proposed intersection of Clearwater Place at Oregon Iris Way, as well as the existing intersection of S Maplelane Road at Clearwater Place. Clearwater Place has a statutory residential speed limit of 25 mph, requiring a minimum of 280 feet of intersection sight distance in each direction. S Maplelane Road has a posted speed limit of 40 mph and a design speed of 45 mph per Clackamas County road standards, requiring 500 feet of intersection sight distance in each direction.

In accordance with the methods described in *A Policy on Geometric Design of Highways and Streets, 6th Edition*, published by the American Association of State Highway and Transportation Officials (AASHTO), intersection sight distance is measured from a position 14.5 feet behind the edge of the roadway at an elevation 3.5 feet above the proposed driveway surface to an oncoming driver's eye position 3.5 feet above the surface of the oncoming driver's lane.

Intersection sight distance at the proposed location of Oregon Iris Way on Clearwater Place was measured to be 190 feet to the north and 350 feet to the south. Although intersection sight distance to the north is less than the desired minimum, the measured sight distance is continuous to the end of the roadway where Clearwater Place intersects S Maplelane Road. As such, the approach speed of vehicles is limited to a maximum reasonable turning speed of approximately 20 mph, requiring only 115 feet of stopping sight distance for safety. Accordingly, adequate sight lines meeting AASHTO standards are available in both directions, allowing for safe operation of the intersection of Clearwater Place at Oregon Iris Way. No sight distance mitigations are necessary or recommended.

Intersection sight distance at the existing intersection of S Maplelane Road at Clearwater Place was measured to be 500 feet to the west and 580 feet to the east. It should be noted that there is a horizontal

curve in the roadway west of Clearwater Place at the limits of sight distance with an advisory speed of 30 mph. Accordingly, the design speed at the limits of sight distance to the west is reduced to 40 mph, requiring a minimum of 445 feet of intersection sight distance to the west. Although the measured intersection sight distance only marginally meets the minimum required for a design speed of 45 mph, the available sight distance is well in excess of the minimum required for the design speed of vehicles traveling around the curve while approaching from the west. Based on the analysis, intersection sight distance is more than adequate in both directions.

Intersection sight distance was also measured for the existing driveway serving the home on the subject property. The available intersection sight distance was measured to be 538 feet to the west and 525 feet to the east. Again, adequate intersection sight distance is available in both directions.

Based on the detailed sight distance analysis, no sight distance mitigations are necessary or recommended in conjunction with the proposed development.

SAFETY

The proposed development will take access via a new local street which carries very low traffic volumes and has a statutory residential speed limit of 25 mph. The proposed development will include new sidewalks along the site frontages on S Maplelane Road, Clearwater Place, and Oregon Iris Way, which will provide a safer and more comfortable pedestrian environment within the site vicinity.

No apparent safety issues were identified in association with the proposed site layout, and no additional safety mitigations are recommended.

TRANSPORTATION SYSTEM PLAN COMPLIANCE

The city's Transportation System Plan includes references to eight planned projects in the site vicinity. Two of the eight projects are currently included in the "likely to be funded" project list. The projects are as follows:

- D37 – Construct a roundabout at the intersection of Maplelane Road and Holly Lane (not likely to be funded)
- D57 – Extend Holly Lane from Maplelane Road to Thayer Road (likely to be funded)
- D84 – Upgrade Maplelane Road to Residential Minor Arterial standards (not likely to be funded)
- W23 – Construct continuous sidewalks along Maplelane Road from Beavercreek Road to UGB (not likely to be funded)
- B21 – Add bike lanes on both sides of Maplelane Road from Walnut Grove Way to UGB (not likely to be funded)

- S13 – Construct a shared-use pathway along Holly Lane from Donovan to Maplelane Road (not likely to be funded)
- S14 – Construct a shared-use pathway along Holly Lane from Maplelane Road to Thayer Road (likely to be funded)
- C9 – Install a crossing treatment including active flashers for the shared-use path crossing of Maplelane Road at Holly Lane (not likely to be funded)

The proposed site plan includes street dedication and frontage improvements along Maplelane Road that will help facilitate projects D-84, W-23 and B-21. Maplelane Road will have sidewalks and bike lanes constructed along the south side of the roadway adjacent to the subject property.

The city's standard cross-section for Local streets includes a 32-foot paved roadway within a 54-foot right-of-way width. On each side of the roadway, it requires 16 feet of pavement, 5.5 feet of curb and tree well, a 5-foot sidewalk, and a 6-inch wide public access strip. The proposed development right-of-way dedication as well as public improvements that match the required cross-section for the half street along Clearwater Place and full-width improvements matching these standards along Oregon Iris Way.

Based on the analysis, the proposed site plan is in conformance with the applicable standards of Oregon City's Transportation System Plan.

TRANSPORTATION PLANNING RULE ANALYSIS

In order to allow the proposed annexation and zone change, the City of Oregon City must find that the requirements of Oregon's Transportation Planning Rule (OAR 660-012-0060) are met. This rule provides guidance regarding whether and how the potential transportation impacts of a plan amendment must be mitigated. The relevant portions of the Transportation Planning Rule are quoted below, along with responses specific to the proposed annexation and zone change.

> **660-012-0060**
> **Plan and Land Use Regulation Amendments**
>
> *(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
>
> *(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

No changes are proposed to the functional classification of existing or planned transportation facilities.

(b) Change standards implementing a functional classification system; or

No changes are proposed to the standards implementing the functional classification system.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Nearly all trips added to the surrounding street network will be passenger vehicle trips, since the zoning allows only residential development. The volume of traffic generated as described in the Trip Generation section of this report is well within the level that can be safely supported on local streets, and the volume of traffic that will be added to nearby collector and arterial streets is too small to result in traffic volumes inconsistent with their respective functional classifications.

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Under the reasonable worst case development scenario, the proposed annexation and zone change would result in a net addition of no more than 5 additional trips during the morning peak hour, 8 trips during the evening peak hour, and 66 daily trips. As compared to the assumptions used in developing the city's Transportation System Plan, the proposed zoning would result in no more than 2 additional trips during the morning peak hour, 3 trips during the evening peak hour, and 28 daily trips.

Under either of the above analysis scenarios, the number of added trips falls well below the level at which Oregon City standards would require detailed operational analysis. The proposed annexation and zone change would be expected to have a de minimis impact on operation of the surrounding transportation system and is therefore not be projected to degrade the performance of any existing or planned transportation facilities.

Since the proposed land use action does not include changes to the functional classification of area roadways, does not change the standards of the functional classification system, will not result in types or levels of travel or access inconsistent with the functional classification of the surrounding street network and will not degrade the performance of existing or planned transportation facilities, the proposed annexation and zone change will not result in a significant effect as defined under Oregon's Transportation Planning Rule. Accordingly, no mitigation is necessary or recommended in conjunction with the proposed land use action.

CONCLUSIONS

The proposed development will generate traffic volumes that are below the threshold at which a full traffic impact study is required by Oregon City. Since the added traffic volumes are minimal, no significant operational impacts are anticipated in conjunction with the proposed development.

The proposed site plan will comply with Oregon City's standards for driveway width and access spacing.

Based on the detailed sight distance analysis, no sight distance mitigations are necessary or recommended in conjunction with the proposed development.

Based on the review of the driveway locations, designs, and adjacent roadway speeds and cross-sections, there are no inherent safety issues which would require further safety mitigation.

Having reviewed the City's Transportation System Plan standards, the proposed development plan complies with the applicable standards and will assist in providing infrastructure that is otherwise planned for long-term implementation in the form of frontage improvements along S Maplelane Road that will include right-of-way dedication and the addition of a sidewalk and bike lane along the site frontage.

Based on the Transportation Planning Rule analysis, the proposed annexation and zone change will not result in a significant effect on any existing or planned transportation facilities. No mitigation is necessary or recommended in conjunction with the proposed land use actions.

Appendix

OPTION 2d

1" = 60'


R.O.W.
CLEARWATER
PL
OREGON IRIS
WAY
S MAPLE

Trip Generation Calculation Worksheet

Land Use Description: Single-Family Detached Housing
ITE Land Use Code: 210
Independent Variable: Dwelling Units
Quantity: 7 Dwelling Units

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.74 trips per dwelling unit
Directional Distribution: 25% Entering 75% Exiting

PM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.99 trips per dwelling unit
Directional Distribution: 63% Entering 37% Exiting

Total Weekday Traffic
Trip Rate: 9.44 trips per dwelling unit
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

7 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	1	4	5
PM Peak Hour	4	3	7
Weekday	33	33	66

Data Source: *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers, 2017

Trip Generation Calculation Worksheet

Land Use Description: Single-Family Detached Housing
ITE Land Use Code: 210
Independent Variable: Dwelling Units
Quantity: 1 Dwelling Units

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.74 trips per dwelling unit
Directional Distribution: 25% Entering 75% Exiting

PM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.99 trips per dwelling unit
Directional Distribution: 63% Entering 37% Exiting

Total Weekday Traffic
Trip Rate: 9.44 trips per dwelling unit
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

1 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	0	1	1
PM Peak Hour	1	0	1
Weekday	5	5	10

Data Source: *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers, 2017

Trip Generation Calculation Worksheet

Land Use Description: Single-Family Detached Housing
ITE Land Use Code: 210
Independent Variable: Dwelling Units
Quantity: 5 Dwelling Units

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.74 trips per dwelling unit
Directional Distribution: 25% Entering 75% Exiting

PM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.99 trips per dwelling unit
Directional Distribution: 63% Entering 37% Exiting

Total Weekday Traffic
Trip Rate: 9.44 trips per dwelling unit
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

5 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	1	3	4
PM Peak Hour	3	2	5
Weekday	24	24	48

Data Source: *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers, 2017

Trip Generation Calculation Worksheet

Land Use Description: Single-Family Detached Housing
ITE Land Use Code: 210
Independent Variable: Dwelling Units
Quantity: 8 Dwelling Units

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.74 trips per dwelling unit
Directional Distribution: 25% Entering 75% Exiting

PM Peak Hour of Adjacent Street Traffic
Trip Rate: 0.99 trips per dwelling unit
Directional Distribution: 63% Entering 37% Exiting

Total Weekday Traffic
Trip Rate: 9.44 trips per dwelling unit
Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

8 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	2	4	6
PM Peak Hour	5	3	8
Weekday	38	38	76

Data Source: *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers, 2017

FILE NO:
(Pre application file number PA 19-18)

APPLICATION TYPE: Annexation and Zone Change

APPLICANT:
Nathan and Desiree Rowland
13310 SE Valemont Ln
Happy Valley, OR 97086
Phone: 503-913-2386
Email: rowland.desiree@yahoo.com

OWNERS:
Nathan and Desiree Rowland
13310 SE Valemont Ln
Happy Valley, OR 97086

REQUEST: An annexation of the property from Clackamas County to Oregon City, a zone change from the current zoning of FU-10 to R-3.5 and a partition to divide the property into a seven lot subdivision.

LOCATION: 14576 S Maplelane Rd, Oregon City, OR 97045

Property ID: 3-2E-04DB-00200

SIte/Property Size: .96 acres

Current Zoning: FU-10 - Future Urban 10 acres (Clackamas County Zoning Designation)

Summary of Proposal:
The applicant is seeking to annex one parcel into the City of Oregon City from Clackamas County and concurrently rezone the property from the county designation of FU-10 (Future Urban) to R-3.5 (Single Family Dwelling Zone.) The property is located within the Urban Growth Boundary with an Oregon City Comprehensive Plan designation of Medium Density Residential.

In addition to the annexation and zone change, the applicant is requesting preliminary approval of a land division for the property to partition it into seven lots (subdivision) for the future development of six new single family houses.

Water service to the future parcels will be obtained by connecting to the Oregon City water mains located within Maplelane Rd and Clearwater Place. Sanitary sewer for the parcels will be obtained by connecting to the existing sewer main within Clearwater Place. Stormwater disposal will be obtained by connecting to the existing stormwater main and catch basins within Clearwater Place.

A Pre-Application meeting with Oregon City was held on April 30, 2019 under application PA-19-18.

REASON FOR ANNEXATION

The applicant requests to annex in order to rezone and partition their property in addition to receiving city services, including specifically, sanitary sewer connection, water system connection, and storm water services, as well as the full range of administrative and municipal services provided upon annexation to the City.

CURRENT CONDITIONS

SITE CHARACTERISTICS

The property is .96 acres and primarily flat. The site is developed with a single family home and attached garage built in 1965.

Maplelane Rd is a 60 foot wide right-of-way developed with a paved surface providing two vehicle travel lanes and a wide shoulder, but no formal bike lane or sidewalk along the site's frontage road.

The site is not or near any natural hazards identified by either Clackamas County or Oregon City. Additionally, the site is not near any open space, scenic, or natural resource areas that would be affected by the proposal. There is no historic designation on or near the property as well.

The property is currently served by Clackamas River Water via a 16-inch water main located in Maplelane Rd. Oregon City water mains are located within Maplelane Rd (12-inch main) and in Clearwater Place (12-inch main.) The development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way.) The property is not currently served by sanitary or stormwater management facilities, but the site would be annexed into the Tri-City Service District upon approval of annexation into the city. An 8-inch sanitary sewer line is located in Clearwater Place and available to serve the property. There is also a 12-inch stormwater main located in Clearwater Place and two catch basins that can provide stormwater management for the property.

City Code Chapter 14

OCMC 14.04.050

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

Response: All of the necessary services are available to serve the property within the city of Oregon City as described below:

Water: The property is currently connected to Clackamas River Water (CRW.) There is an existing Clackamas River Water (CRW) owned 16-inch water main within Maplelane Rd. There is an existing CRW owned 12-inch ductile iron water main within Maplelane Rd. The applicant's property will be withdrawn from the CRW district upon approval of the annexation. Per the city engineer, the proposed property development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way) for the development. The proposed development will be required to provide each new lot with a new water service line and meter per city standards. There is an existing city owned 12-inch ductile iron water main within Maplelane Rd near the western edge of the applicant's property frontage. There is an existing city owned 12-inch ductile iron water main within Clearwater Place.

Sanitary Sewer: The property is currently not connected to a sanitary sewer system. There is an 8" sanitary sewer main within Clearwater Place which runs across the frontage of the property. There is an existing sewer lateral which may be utilized by the existing house after annexed into the city and into the Tri-City Service District. There is no sanitary sewer main within Maplelane Road along the frontage of the property. The city engineer commented that development to extend the sewer main within Mapleland Rd for a portion of the property's frontage may be required. And that the development of the property will require an extension of an 8" sanitary sewer main through the new road proposed on Oregon Iris Way as shown on the application.

Storm Drainage: The property resides within an area served by an existing sub-regional stormwater detention facility located near the intersection of Maplelane Road and Thayer Road which is meant to provide water quality and stormwater detention for this region. Therefore, not all of the city's stormwater and grading design standards are applicable. Instead of constructing new stormwater facilities, future home permits on each lot of the proposed subdivision shall pay a pro-rata cost for using the stormwater detention/water quality pond at Maplelane and Thayer roads per Ordinance 09-1003.

There is an existing 12-inch stormwater main and two catch basins within CLearwater Place. The structures direct flows south through a 12-inch pipe to the Newell basin.

Per the city engineer the development will be required to extend a 12" stormwater main through the new road proposed (Oregon Iris Way) as shown on the application.

Transportation Facilities: The property direct access onto S. Maplelane Road (a Clackamas County Minor Arterial) and Clearwater Place (an Oregon City Local Street). Both streets are

paved and partially improved and have adequate capacity to serve the existing house and additional lots.

Park Facilities: The property is not adjacent to or near any park facilities. The closest parks to the property are Barclay Hills Park and Hillendale Park, which are both over a mile away. The proposed annexation of the existing house and the addition of six houses on the subject property is not a large enough development project to affect park capacity.

School Facilities: The existing house and property is served by the Oregon City School District and the annexation and addition of six houses would have only a minor impact on the school district. Developing the property will slightly increase the demand on these schools, depending on the residents. It was also verified that the Oregon City School District has capacity to handle this small increase (see attached email with application.) And an impact will be mitigated by the payment of system development charges at the time of construction of the new houses on the proposed lots.

As shown above, all of the necessary utilities and services are available and have adequate capacity to serve the proposal.

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

Response: The increased demand generated by the proposed development is described below.

Water Facilities: As noted above, the subject property is currently served by Clackamas River Water, but once annexed will need to switch to the city owned water main. The development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way.) There is sufficient capacity available in the on the Oregon City water system to serve the increased demand of the existing house plus six additional new homes.

Sewer Facilities: As noted above, the property is currently not connected to a sanitary sewer system. There is an 8" sanitary sewer main within Clearwater Place which runs across the frontage of the property. There is an existing sewer lateral which may be utilized by the existing house after annexed into the city and into the Tri-City Service District. There is no sanitary sewer main within Maplelane Road along the frontage of the property. The city engineer commented that development to extend the sewer main within Mapleland Rd for a portion of the property's frontage may be required. And that the development of the property will require an extension of an 8" sanitary sewer main through the new road proposed on Oregon Iris Way as shown on the application. There is sufficient capacity available in this sewer system to serve the proposal. Additionally, this new demand on the system would be offset by the payment of SDC fees at the time the new houses on the proposed parcels are constructed.

Storm Drainage Facilities: As noted above, the property resides within an area served by an existing sub-regional stormwater detention facility located near the intersection of Maplelane Road and Thayer Road which is meant to provide water quality and stormwater detention for this region. Therefore, not all of the city's stormwater and grading design standards are applicable. Instead of constructing new stormwater facilities, future home permits on each lot of the proposed subdivision shall pay a pro-rata cost for using the stormwater detention/water quality pond at Maplelane and Thayer roads per Ordinance 09-1003.

There is an existing 12-inch stormwater main and two catch basins within CLearwater Place. The structures direct flows south through a 12-inch pipe to the Newell basin.

Per the city engineer the development will be required to extend a 12" stormwater main through the new road proposed (Oregon Iris Way) as shown on the application.

The subject property and new houses will be able to connect to the storm sewer line in Clearwater Place, which has adequate capacity to handle the modest increased demand required with this proposal.

Transportation Facilities: As demonstrated in the Transportation Analysis Letter submitted with this application, only a nominal increase in daily and peak vehicle trips. The impacts of these new trips are not expected to significantly alter the operation or safety of the existing transportation facilities or nearby intersections.

Park Facilities: As noted above, the subject property will have little to no impact on the existing nearby parks.

School Facilities: As noted above, the proposal, which includes six new residences may result in a minor increase on student populations for adjacent schools, however there are no capacity issues within the school district, so these increases will not be an issue. Attached is an email from Wes Rogers, Director of Operations at Oregon City School District verifying this.

As described above, the increased demand on the existing facilities will be quite minor and all of the available systems have adequate capacity to meet these demands.

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;

Response: The subject property is served by Clackamas County Fire District #1. The closest fire station is Hilltop Station #16 at 19340 Molalla Ave, Oregon City. The Fire District has adequate capacity to serve the additional residences on this property. Additionally, future property taxes, potential district bonds, etc. can provide necessary funding for the fire district.

The subject property is currently within and served by the Clackamas County Sheriff's Office, however, after annexation the site will be served by the City of Oregon City Police Department. Annexation of the subject property to the City of Oregon City would create a negligible demand on the City's Police resources and the Police Department has sufficient resources available to serve this increase.

No additional police or fire facilities will be required to serve this proposal.

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

Response: Annexation of the subject property to the City of Oregon City would not cause increased demand on city or service provider resources. Therefore, additional facilities requiring financing are not required or relevant to the proposal. The development of the subject property with six new houses will trigger the payment of SDC's and other fees to support services already in place to serve the site.

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;

Response: The annexation of the subject property to the City of Oregon City will create only a modest physical change to the property when six new houses are added. Included with this proposal are enhancements to the surrounding area, which include the frontage improvements along Maplelane Rd and the addition of the proposed Oregon Iris Way. These improvements will provide a benefit to the physical and social environment of the surrounding area and 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 sub community or neighborhood of which it will become a part; and proposed actions to mitigate such negative effects, if any;

Response: The annexation and development of the property to the City of Oregon City will not result in a physical, aesthetic, or discernable social change in surrounding the community. There are no negative effects anticipated, and as described above the proposal will actually result in some benefits to the neighborhood.

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;

Response: The subject property is under the Clackamas County/Oregon City UGMA, and already had an Oregon City Comprehensive Plan designation of Medium Density Residential. This request to change the zoning of the property to the City's R-3.5 zoning, to

match the designation of the neighboring properties, is consistent with the Comprehensive Plan designation, so a comprehensive plan map amendment is not required.

OCMC 14.04.060 - Annexation Factors
In order to be approved the proposed annexation must meet the criteria of Oregon City Municipal Code Subsection 14.04.060 – Annexation Factors
When reviewing a proposed annexation, the commission shall consider the following factors, as relevant:

1. Adequacy of access to the site;

Response: The subject property has direct access onto S. Maplelane Rd, a minor arterial controlled by Clackamas County, as well as Clearwater Place, a local street controlled by Oregon City. Therefore, the subject property has excellent site access.

2. Conformity of the proposal with the city's comprehensive plan;

Response:
The following Goals and Policies of the Oregon City Comprehensive Plan apply to this proposal:

Goal 2.1: Efficient Use of Land. Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that the land is developed following principles of sustainable development.
Response: The subject property is located within the UGB, and has an existing Medium Density Residential Comprehensive Plan designation. The use of the property, once divided will be single-family residential at R-3.5 density, consistent with the neighboring properties and the City's Comprehensive Plan designation. This will ensure that there will be an efficient use of residential property in an area where urban services are readily available.

Goal 2.7: Oregon City Comprehensive Plan Land-Use Map. Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.
Response: The annexation/zone change of the subject property is consistent with and maintains the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for development within the area of the property. This application has no impact on this policy.

Goal 14.1: Urban Growth Boundary. Establish, and amend when appropriate, the Urban Growth Boundary in the unincorporated area around the city that contains sufficient land to accommodate growth during the planning period for a full range of city land uses, including residential, commercial, industrial, and institutional.
Response: The subject property is located within the UGB, therefore this proposal does not include any amendments to the UGB boundary.

Policy 14.1.1: The Urban Growth Boundary shall conform to Title 11 of the Code of the Metropolitan Service District and will provide sufficient land to accommodate 20-year urban land needs, resulting in efficient urban growth and a distinction between urban uses and surrounding rural lands, and promoting appropriate infill and redevelopment in the city.
Response: The subject property is within the UGB and is included in the Metropolitan Service District inventory of sufficient land to accommodate 20-year urban land needs. The annexation/zone change of the subject property to the City's R-3.5 zoning designation promotes appropriate infill and redevelopment in the City consistent with the City's Comprehensive Plan.

Policy 14.1.2: Concept plans that provide more detail than the city's Comprehensive Plan will be required prior to development of lands within the Urban Growth Boundary.
Response: A detailed conceptual development plan showing how the property will be divided into seven lots was included with the application.

Goal 14.3: Orderly Provision of Services to Growth Areas. Plan for public services to lands within the Urban Growth Boundary through adoption of a concept plan and related Capital Improvement Program, as amendments to the Comprehensive Plan.
Response: The subject property is located within the UGB but no concept plan has been adopted for the area. However, the development of the property at the R-3.5 density is consistent with other projects in the area. The City's Capital Improvement Program includes utility master plans that have been updated to serve newly annexed properties and the availability, capacity, and status of services and facilities (water, sanitary sewer, storm drainage, access/transportation) in the area were been discussed previously in this narrative.

Policy 14.3.1: Minimize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.
Response: Annexation of the subject property will not affect current public facilities or services in the area. The zone change of the property to the City's R-3.5 zone is consistent with this policy as it allows compatible residential density within the Medium Density Residential Comprehensive Plan designation of the property.

Policy 14.3.2: Ensure that the extension of new services does not diminish the delivery of those same services to existing areas and residents in the city.
Response: Annexation of the subject property will not affect existing utility services. The City's utility master plans have been updated to account for the extension of services to annexed properties while still providing the current level of services to existing residents within the city limits.

Policy 14.3.3: Oppose the formation of new urban services districts and oppose the formation of new utility districts that may conflict with efficient delivery of city utilities within the Urban Growth Boundary.

Response: Annexation of this property will not create a new service district or affect the future delivery of city utilities to this property or the area.

Policy 14.3.4: Ensure the cost of providing new public services and improvements to existing public services resulting from new development are borne by the entity responsible for the new development to the maximum extent allowed under state law for Systems Development Charges.
Response: The costs for new service connections and/or improvements to the new proposed lots will be borne by the applicant. The development of the individual lots will pay the utility connection fees and SDC's at the time of construction.

Goal 14.4: Annexation of Lands to the City. Annex lands to the city through a process that considers the effects on public services and the benefits to the city as a whole and ensures that development within the annexed area is consistent with the Oregon City Comprehensive Plan, City ordinances, and the City Charter.
Response: This application will be reviewed by the city, which ensures consideration of the effects of annexed properties on public services and the city as a whole. The anticipated use of the property at the R-3.5 density is consistent with other projects in the area, and Comprehensive Plan designation of the property.

Policy 14.4.1: Promote compact urban form and support efficient delivery of public services by ensuring that lands to be annexed are within the City's Urban Growth Boundary, and contiguous with the city limits. Do not consider long linear extensions, such as cherry stems and flag lots, to be contiguous with the city limits.
Response: Annexation of the subject property would support compact urban form and support efficient delivery of public services. The property is within the UGB and contiguous to properties that are already within the city limits.

Policy 14.4.2: Include an assessment of the fiscal impacts of providing public services to unincorporated areas upon annexation, including the costs and benefits to the city as a whole as a requirement for concept plans.
Response: The annexation of the subject property will have no fiscal impact on the city because the costs of providing utilities and services to the proposed lots will be borne by the applicant. Once annexed into the city, the taxes collected from the seven lots will help pay for the future services required by the eventual residents. The city will benefit from the improvements, including sidewalks, made by the applicant as the property is developed.

Policy 14.4.3: Evaluate and in some instances require that parcels adjacent to proposed annexations be included to:
avoid creating unincorporated islands within the city;
enable public services to be efficiently and cost-effectively extended to the entire area; or implement a concept plan or sub-area master plan that has been approved by the Planning and City Commissions.
Response: Annexation of the subject property will not create unincorporated islands within the city or interfere with the timely or efficient extension of public services to the area in the future.

Policy 14.4.4: Expedite the annexation of property as provided by state law in order to provide sewer service to adjacent unincorporated properties when a public health hazard is created by a failing septic tank sewage system.
Response: The subject property is currently on a private septic system, but is not subject to a public health hazard associated with a failing septic system.
As shown, the proposal conforms to the applicable goals and policies of the Oregon City Comprehensive Plan.

3. Adequacy and availability of public facilities and services to service potential development;

Response: As described above, adequate public facilities and services are available to support potential future development of the subject property.

4. Compliance with applicable sections of ORS Ch. 222, and Metro Code Section 3.09;

Response: ORS Chapter 222 provides several options for annexing land into a City, and requires that property to be annexed be contiguous to the city limits. The planned annexation of the subject property meets ORS Ch. 222, as it is within the adopted UGB, is within an area subject to the adopted and acknowledged Oregon City Comprehensive Plan, and is contiguous to existing city limits. In addition, this application is consistent with the applicable boundary change criteria of Metro's Code Section 3.09, more specifically Section 3.09.045 D, which has been addressed below.

Metro Code 3.09.045.D:
To approve a boundary change through an expedited process, the city shall:
Find that the change is consistent with expressly applicable provisions in:
Any applicable urban service agreement adopted pursuant to ORS 195.065
Response: The subject property is currently within the Clackamas River Water service district. Upon annexation the property will be included in the City's service districts. The property will annex into the Tri-City Service District.

Any applicable annexation plan adopted pursuant to ORS 195.205;
Response: No applicable annexation plan for the area currently exists.

Any applicable cooperative planning agreement adopted pursuant to ORS 195.020 (2) between the affected entity and a necessary party;
Response: Annexation of the subject property is consistent with the applicable UGMA in place between Clackamas County and Oregon City.

Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services;
Response: Annexation of the subject property is consistent with the City's Capital Improvement Program, which includes utility master plans that have been updated in anticipation of serving additional properties annexed in the area.

Any applicable comprehensive plan;
Response: Annexation of the subject property is consistent with the City's Comprehensive Plan, which designates the property as Medium Density Residential.

Any applicable concept plan;
Response: No applicable concept plan for the area currently exists.

Consider whether the boundary change would:
Promote the timely, orderly and economic provisions of public facilities and services; Response: The subject property is within the UGB, contiguous to City limits, and adjacent to properties currently receiving City services. Therefore, the application promotes the timely, orderly, and economic provision of public facilities.

Affect the quality and quantity of urban services; and
Response: Annexation of the subject property will not affect the quality and quantity of urban services in the area.

Eliminate or avoid unnecessary duplication of facilities or services.
Response: As part of the annexation process, the city will notify applicable service providers about the annexation and addition or withdrawal of the property from their district to avoid duplication of facilities and/or services.

As shown, ORS Ch. 222, and Metro Code Section 3.09 can both be met.

5. Natural hazards identified by the city, such as wetlands, floodplains and steep slopes;

Response: The subject property is not on or near any natural hazards identified by the city.

6. Any significant adverse effects on specially designated open space, scenic, historic or natural resource areas by urbanization of the subject property at the time of annexation;

Response: The annexation of the subject property will not have an effect on designated open space, scenic, historic, or natural resource areas.

7. Lack of any significant adverse effects on the economic, social and physical environment of the community by the overall impact of the annexation.

Response: The annexation of the subject property will have no adverse effects on the economic, social, and/or physical environment of the community. Public services are available to support future land uses of the property.

ZONE CHANGE
Chapter 17.68: ZONE CHANGES AND AMENDMENTS (17.68.20)

The proposal shall be consistent with the goals and policies of the comprehensive plan.

The following goals and policies apply to this application:
Goal 1.2: Citizen Involvement. Ensure that citizens, neighborhood groups and affected property owners are involved in all phases of the comprehensive planning program.
Response: The Oregon City Comprehensive Plan and Municipal Code include provisions to ensure citizens, neighborhood groups, and affected property owners have an opportunity to participate in the land use process. Prior to submitting this application the proposal was presented to the Caufield Neighborhood Association at the May 29, 2019 meeting and all were in favor. (Attached is a copy of the sign-in sheet, a confirmation email from the chairman, along with the items discussed.) Citizens also have the opportunity to attend and participate in public hearings before the Oregon City Planning Commission and the Oregon City Commission prior to approval.

Goal 2.1: Land Use. Ensure that property planned for residential, commercial, office and industrial uses is used efficiently and that land is developed following principles of sustainable development.
Response: This application involves a zone change to the R-3.5 zoning designation. This represents an increase in density while still remaining in a single-family zone. Densities corresponding to the R-3.5 zone represent a more sustainable development pattern because is encourages the development of smaller and more compact houses. Additionally, increasing densities within the UGB limits urban sprawl, therefore, the application is consistent with this Goal.

Goal 2.7: Land Use. Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.
Response: This goal is addressed above as part of the approval criteria for the annexation request.

Goal 5: Natural Resources.
Policy 5.4.4: Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.
Response: Not applicable

Goal 6.1.1: Quality of Air, Water and Land Resources. Promote land-use patterns that reduce the need for distance travel by single occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.
Response: The planned R-3.5 zoning designation promotes a compact land use pattern that reduces the amount of land dedicated to public streets and other infrastructure per dwelling unit. Compact land use patterns reduce travel distance by single-occupancy vehicles, and increases opportunities for alternative modes of transportation, including walking, biking, and transit. Thus, the R-3.5 zoning strategically increases opportunities for increased populations to walk and bike to places of education, shopping, and employment.

Policy 6.2.1: Prevent erosion and restrict the discharge of sediments into surface and groundwater by requiring erosion prevention measures and sediment control practices.
Response: The application is subject to city grading, drainage, and erosion control standards. Development of the individual lots will require approval of grading plans to ensure that erosion and sedimentation control standards are satisfied.

Goal 7: Natural Hazards: Protect life and reduce property loss from the destruction associated with natural hazards.
Response: Not applicable

Goal 8: Developing Oregon City's Park and Recreation System
Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.
Response: Not applicable

Goal 9: Economic Development
Response: Not applicable

Goal 10.1: Housing. Provide for the planning, development and preservation of a variety of housing types and lot sizes.
Policy 10.1.1 Maintain the existing residential housing stock in established older neighborhoods by maintaining existing Comprehensive Plan and zoning designations where appropriate.
Policy 10.1.3 Designate residential land for a balanced variety of densities and types of housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development.
Policy 10.1.4 Aim to reduce the isolation of income groups within communities by encouraging diversity in housing types within neighborhoods consistent with the Clackamas County Consolidated Plan, while ensuring that needed affordable housing is provided.
Response: The proposal includes preserving the existing house on the site, built in 1965. When the additional lots develop, six new affordable single-family houses will be built.

Goal 10.2: Housing. Provide and maintain an adequate supply of affordable housing.
Policy 10.2.1 Retain affordable housing potential by evaluating and restricting the loss of land reserved or committed to residential use. When considering amendments to the Comprehensive Plan Land-Use Map, ensure that potential loss of affordable housing is replaced.
Response: The zone change from to R-3.5 allows the creation of smaller lots, which may result in the construction of smaller, lower cost homes.

Goal 11.1: Public Facilities. Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.
Response: The requested change from Clackamas County's FU-10 to the City's R-3.5 zoning district meets the City's Medium Density Residential Comprehensive Plan Map designation,

and these impacts have been previously evaluated with the adoption of the City's Comprehensive Plan and discussed earlier in this report. Based on the small size of the property and the nominal number of new units this proposal will create, the additional density will not have a negative impact on school district capacity.

Goal 12.6: Transportation. Develop and maintain a transportation system that has enough capacity of meet users' needs.
Policy 12.6.1 Provide a transportation system that serves existing and projected travel demand.
Policy 12.6.2 Identify transportation system improvements that mitigate existing and projected areas of congestion.
Policy 12.6.3 Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.
Policy 12.6.4 Identify and prioritize improved connectivity throughout the city street system.
Response: A Transportation Analysis Letter (TAL) that includes a Transportation Planning Rule (TPR) analysis, prepared by a registered professional traffic engineer was included with this application. As documented in the TAL, the additional vehicle trips generated by the addition of six houses on the site is expected to have only a minimal impact on the safety and operation of the existing transportation facilities in the area.

As shown above, the proposed Zone Change compiles with the applicable goals and policies of the comprehensive plan.

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.

Response: The public facilities (sanitary sewer, storm drainage, water, and streets) available to serve the lot are all adequate and can support six additional houses. The zone change to R3.5 Medium Density Residential and the impacts have been previously addressed earlier in the report.

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.
Response: As described in the response to Policy 12.6 of the Comprehensive Plan above, the TAL prepared by a registered professional traffic engineer shows the function, capacity, and level of service of the surrounding traffic system will not be impacted by the addition of six houses.

Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

Statewide Planning Goal 1: Citizen Involvement. Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.
Response: Addressed in Comprehensive Plan Goal 1.

Statewide Planning Goal 2: Land Use Planning. Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed.
Response: Addressed in Comprehensive Plan Goal 2.

Statewide Planning Goal 3: Agricultural Lands. Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.
Response: Not applicable

Statewide Planning Goal 4: Forest Lands. This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."
Response: Not applicable

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Area, and Natural Resources. Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.
Response: Not applicable

Statewide Planning Goal 6: Air, Water and Land Resources Quality. This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.
Response: Addressed in Comprehensive Plan Goal 6.

Statewide Planning Goal 7: Areas Subject to Natural Hazards. Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.
Response: Not applicable

Statewide Planning Goal 8: Recreational Needs. This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.
Response: Not applicable

Statewide Planning Goal 9: Economic Development. Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.
Response: Not applicable

Statewide Planning Goal 10: Housing. This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.
Response: Addressed in Comprehensive Plan Goal 10.

Statewide Planning Goal 11: Public Facilities and Services. Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.
Response: Addressed in Comprehensive Plan Goal 11.

Statewide Goal 12: Transportation. The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."
Response: Addressed in Comprehensive Plan Goal 12.

Statewide Planning Goal 13. Energy Conservation. Goal 13 states that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."
Response: The proposal to rezone the property allows for additional dwelling units within the same square footage of land, resulting in a more efficient use of city streets and utilities.

Statewide Planning Goal 14: Urbanization. This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.
Response: The proposal would allow more efficient urbanization of the site within the Urban Growth Boundary.

Statewide Planning Goal 15: Willamette River Greenway. Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.
Response: This goal is not directly applicable to the proposal since the site is not within the designated Willamette River Greenway.

Statewide Planning Goal 16: Estuarine Resources
Statewide Planning, Goal 17: Coastal Shorelands
Statewide Planning, Goal 18: Beaches and Dunes
Statewide Planning Goal 19: Ocean Resources
Response:Goals 16 to 19 are not applicable as the site is not located in any of the identified areas.

OAR 660-012-0060(1)-(3) TRANSPORTATION PLANNING RULE (TPR)
The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.
Response: Addressed in Comprehensive Plan Goal 12 and in the Transportation Analysis Letter submitted with this application.

OAR CHAPTER 660, DIVISION 7, "METROPOLITAN HOUSING RULE"
The purpose of this division is to ensure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metro urban growth boundary, to provide greater certainty in the development process and so to reduce
Response: Refer to the findings for Goal 10 of the Comprehensive Plan above.

REGIONAL TRANSPORTATION PLAN
The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.
Response: Addressed in Comprehensive Plan Goal 12.

URBAN GROWTH MANAGEMENT METRO FUNCTIONAL PLAN
3.07.810.C states that after one year following acknowledgement of a functional plan requirement, cities and counties that amend their comprehensive plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.
Response: The City of Oregon City's comprehensive plan and land use regulations associated with comprehensive plan and zone change amendments are in compliance with the UGB Metro Functional Plan.

METRO FUNCTIONAL PLAN

3.07.120(e), "Housing Capacity" A city or county may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a negligible effect on the city's or county's overall minimum zoned residential capacity.

Response: Refer to the findings for Goal of the Comprehensive Plan above.

TYPE II SUBDIVISION APPLICATION
Applicant's Submittal

APPLICANT: Nathan and Desiree Rowland
13310 SE Valemont Ln
Happy Valley, OR 97086
Phone: 503-913-2386
Email: rowland.desiree@yahoo.com

OWNER: Nathan and Desiree Rowland
13310 SE Valemont Ln
Happy Valley, OR 97086

REQUEST: An annexation of the property from Clackamas County to Oregon City, a zone change from the current zoning of FU-10 to R-3.5 and a partition to divide the property into a seven lot subdivision.

LOCATION: 14576 S Maplelane Rd, Oregon CIty, OR 97045
Clackamas County Map 3-2E-04DB-00200

I. BACKGROUND:

1. Existing Conditions

The property is .96 acres and primarily flat. The site is developed with a single family home and attached garage built in 1965. The property is currently in Clackamas County and zoned FU-10, but within the Urban Growth Boundary with an Oregon CIty Comprehensive Plan designation of Medium Density Residential.

Maplelane Road is a 60 foot wide right-of-way developed with a paved surface providing two vehicle travel lanes and a wide shoulder, but no formal bike lane or sidewalk along the site's frontage road.

The site is not or near any natural hazards identified by either Clackamas County or Oregon CIty. Additionally, the site is not near any open space, scenic, or natural resource areas that would be affected by the proposal. There is no historic designation on or near the property as well.

The property is currently served by Clackamas River Water via a 16-inch water main located in Maplelane Rd. Oregon City water mains are located within Maplelane Rd (12-inch main) and in Clearwater Place (12-inch main.) The development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way.) The property is not currently

served by sanitary or stormwater management facilities, but the site would be annexed into the Tri-City Service District upon approval of annexation into the city. An 8-inch sanitary sewer line is located in Clearwater Place and available to serve the property. There is also a 12-inch stormwater main located in Clearwater Place and two catch basins that can provide stormwater management for the property.

2. **Project Description**

The applicant is seeking to annex the property into the City of Oregon City from Clackamas County and concurrently rezone the property from the county designation of FU-10 (Future Urban) to R-3.5 (Single Family Dwelling Zone). The property is located within the Urban Growth Boundary with an Oregon City Comprehensive Plan designation of Medium Density Residential.

In addition to the annexation and zone change, the applicant is requesting preliminary approval of a land division for the property to partition it into a seven lot subdivision, including the existing house and development of six new lots (for single family houses).

Water service to the future parcels will be obtained by connecting to the Oregon City water mains located within Maplelane Rd and Clearwater Place. Sanitary sewer for the parcels will be obtained by connecting to the existing sewer main within Clearwater Place. Stormwater disposal will be obtained by connecting to the existing stormwater main and catch basins within Clearwater Place.

A Pre-Application meeting with Oregon City was held on April 30, 2019 under application PA-19-18.

II. RESPONSES TO THE OREGON CITY MUNICIPAL CODE:

CHAPTER 17.16 – "R-3.5" DWELLING DISTRICT

17.16.040 Dimensional standards.
Dimensional standards in the R-3.5 district are:
A. Minimum Lot Areas.
1. Residential uses, three thousand five hundred square feet per unit.
2. Non-residential uses, zero minimum;
Applicant's Response:
This application includes 6 new lots in the R-3.5 zoning district for the construction of single family detached houses and one existing house.

B. Minimum lot width, twenty-five feet;
Applicant's Response:
All proposed lots are more than 25 feet wide

C. Minimum lot depth, seventy feet;

Applicant's Response:
Lots 2, 5, 6 and 7 per proposed site plan are 70 feet deep or greater.

Lot 1 is the existing house, and when measured perpendicular to Maplelane Rd, meets the 70 feet deep requirement.

Lot 3 as proposed is not 70 feet deep, however, it's a much wider and more traditional style lot (versus being long and narrow) and offers more curb appeal, and a better layout for the future house.

Lot 4 has an average depth of more than 70 feet deep, however, one side of the lot measures at 63 feet deep and the other side at more than 83 feet deep. Again, this lot is also wider than the requirements, and offers a more traditional style lot with more curb appeal, and a better layout option for the future house.

A variance for lot depth is being requested for lots 3 and 4.

D. Maximum building height, two and one-half stories, not to exceed thirty-five feet; If an existing structure is being retained.
Applicant's Response:
The existing house is one story and the new houses will comply with this standard.

E. Minimum Required Setbacks: Setbacks if an existing structure is being retained.
1. Front yard, five feet minimum setback,
2. Front porch, zero feet minimum setback,
3. Interior side yard,
Detached unit, five feet minimum setback
Attached unit, seven feet minimum setback on the side that does not abut a common property line.
4. Corner side yard, ten-foot minimum setback,
5. Rear yard, fifteen-foot minimum setback,
6. Rear porch, ten-foot minimum setback.
7. Attached and detached garage, twenty feet minimum setback from the public right-of-way where access is taken, except for alleys. Detached garages on an alley shall be setback a minimum of five feet.
Applicant's Response:
The existing house meets the following requirements, at least 5 feet from the front, 15 feet from rear, 5 feet from sides and 20 feet from garage. The existing house sits at an angle and one back side has a set back of 5.8 feet which depending on how measured may not meet the requirement, however, most of the back yard has more than a 15 foot setback.

The future houses will be reviewed for compliance with the maximum height, setback, and lot coverage requirements of the R-3.5 zone at the time of building permit issuance.

G. Maximum lot coverage: The footprint of all structures two hundred square feet or greater shall cover a maximum of fifty-five percent of the lot area. If an existing structure is being retained.

Applicant's Response:

Because of the location of the existing house, the lot is larger than the others and is below the maximum allowed lot coverage.

<u>CHAPTER 16.08 – SUBDIVISIONS PROCESS AND STANDARDS</u>

16.08.030 - Preliminary subdivision plat—Narrative statement.

In addition to the plans required in the previous section, the applicant shall also prepare and submit a narrative statement that addresses the following issues:

A. Subdivision Description. A detailed description of the proposed development, including a description of proposed uses, number and type of residential units, allocation and ownership of all lots, tracts, streets, and public improvements, the structure of any homeowner's association, and each instance where the proposed subdivision will vary from some dimensional or other requirement of the underlying zoning district. For each such variance, a separate application will be required pursuant to Chapter 17.60, Variances;

B. Timely Provision of Public Services and Facilities. The applicant shall explain in detail how and when each of the following public services or facilities is, or will be, adequate to serve the proposed development by the time construction begins:

1. Water,

Applicant's Response:

The property is currently connected to Clackamas River Water (CRW.) There is an existing Clackamas River Water (CRW) owned 16-inch water main within Maplelane Rd. There is an existing CRW owned 12-inch ductile iron water main within Maplelane Rd. The applicant's property will be withdrawn from the CRW district upon approval of the annexation. Per the city engineer, the proposed property development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way) for the development. The proposed development will be required to provide each new lot with a new water service line and meter per city standards. There is an existing city owned 12-inch ductile iron water main within Maplelane Rd near the western edge of the applicant's property frontage. There is an existing city owned 12-inch ductile iron water main within Clearwater Place.

2. Sanitary sewer,

Applicant's Response:

The property is currently not connected to a sanitary sewer system. There is an 8" sanitary sewer main within Clearwater Place which runs across the frontage of the property. There is an existing sewer lateral which may be utilized by the existing house after annexed into the city and into the Tri-City Service District. There is no sanitary sewer main within Maplelane Road along the frontage of the property. The city engineer commented that development to extend

the sewer main within Mapleland Rd for a portion of the property's frontage may be required. And that the development of the property will require an extension of an 8” sanitary sewer main through the new road proposed on Oregon Iris Way as shown on the application.

3. Storm sewer and stormwater drainage,

Applicant’s Response:

The property resides within an area served by an existing sub-regional stormwater detention facility located near the intersection of Maplelane Road and Thayer Road which is meant to provide water quality and stormwater detention for this region. Therefore, not all of the city’s stormwater and grading design standards are applicable. Instead of constructing new stormwater facilities, future home permits on each lot of the proposed subdivision shall pay a pro-rata cost for using the stormwater detention/water quality pond at Maplelane and Thayer roads per Ordinance 09-1003.

There is an existing 12-inch stormwater main and two catch basins within CLearwater Place. The structures direct flows south through a 12-inch pipe to the Newell basin.

Per the city engineer the development will be required to extend a 12” stormwater main through the new road proposed (Oregon Iris Way) as shown on the application.

4. Parks and recreation,

Applicant’s Response:

The property is not adjacent to or near any park facilities. The closest parks to the property are Barclay Hills Park and Hillendale Park, which are both over a mile away. The proposed annexation of the existing house and the addition of six houses on the subject property is not a large enough development project to affect park capacity.

5. Traffic and transportation,

Applicant’s Response:

As demonstrated in the Transportation Analysis Letter submitted with this application, only a nominal increase in daily and peak vehicle trips. The impacts of these new trips are not expected to significantly alter the operation or safety of the existing transportation facilities or nearby intersections.

6. Schools,

Applicant’s Response:

The existing home and property is served by the Oregon City School District and the annexation and addition of six houses would have only a minor impact on the school district. Developing the property will slightly increase the demand on these schools, depending on the residents. It was also verified that the Oregon City School District has capacity to handle this small increase. And an impact will be mitigated by the payment of system development charges at the time of construction of the new houses on the proposed lots. Attached is an email from Wes Rogers, Director of Operations at Oregon City School District verifying this.

7. Fire and police services;
Where adequate capacity for any of these public facilities and services is not demonstrated to be currently available, the applicant shall describe how adequate capacity in these services and facilities will be financed and constructed before recording of the plat;
Applicant's Response:
The subject property is served by Clackamas County Fire District #1. The closest fire station is Hilltop Station #16 at 19340 Molalla Ave, Oregon City. The Fire District has adequate capacity to serve the additional residences on this property. Additionally, future property taxes, potential district bonds, etc. can provide necessary funding for the fire district.

The subject property is currently within and served by the Clackamas County Sheriff's Office, however, after annexation the site will be served by the City of Oregon City Police Department. Annexation of the subject property to the City of Oregon City would create a negligible demand on the City's Police resources and the Police Department has sufficient resources available to serve this increase.

D. Drafts of the proposed covenants, conditions and restrictions (CC&Rs), maintenance agreements, homeowner association agreements, dedications, deeds easements, or reservations of public open spaces not dedicated to the city, and related documents for the subdivision;
Applicant's Response:
Draft CC&R's will be developed at a later time, when it is more clear what the need is.

E. A description of any proposed phasing, including for each phase the time, acreage, number of residential units, amount of area for nonresidential use, open space, development of utilities and public facilities;
Applicant's Response:
No phasing is proposed at this time

F. Overall density of the subdivision and the density by dwelling type for each.
Applicant's Response:
Seven total lots proposed (including the existing house and six new lots) on .96 acres. After subtracting out roads and dedications, there is a total of 29,417 SF of developable land. Given the density of 3.500 SF per lot, there is an allowance for 8.4 lots. However, due to the placement of the existing house, the lot the current house resides on will be 7,297 SF. So we have proposed seven lots in total (six new lots plus the lot for the existing house.)

16.08.045 - Building site—Frontage width requirement.
Each lot in a subdivision shall abut upon a cul-de-sac or street other than an alley for a width of at least twenty feet.
Applicant's Response:
Each proposed lot is greater than 25 feet wide

16.08.050 - Flag lots in subdivisions.

Flag lots shall not be permitted within subdivisions except as approved by the community development director and in compliance with the following standards.
A. Where the applicant can show that the existing parcel configuration, topographic constraints or where an existing dwelling unit is located so that it precludes a land division that meets the minimum density, lot width and/or depth standards of the underlying zone.

B. If a flag lot is created, a joint accessway shall be provided unless the location of the existing dwelling unit prevents a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.
C. The pole portion of the flag lot shall connect to a public street.
D. The pole shall be at least 8 feet wide for the entire length.
E. The pole shall be part of the flag lot and must be under the same ownership as the flag portion of the lot.
Applicant's Response:
No proposed flag lots

CHAPTER 16.12 - MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS[3]

16.12.020 - Blocks—Generally.

The length, width and shape of blocks shall take into account the need for adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, control of traffic circulation, and limitations imposed by topography and other natural features.

Applicant's Response: See site plan, all of the above were taken into consideration

16.12.030 - Blocks—Width.

The width of blocks shall ordinarily be sufficient to allow for two tiers of lots with depths consistent with the type of land use proposed.

Applicant's Response: See site plan, all of the above were taken into consideration

16.12.040 - Building sites.

The size, width, shape and orientation of building sites shall be appropriate for the primary use of the land division, and shall be consistent with the residential lot size provisions of the zoning ordinance with the following exceptions:

A. Where property is zoned and planned for commercial or industrial use, the community development director may approve other widths in order to carry out the city's comprehensive plan. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

B. Minimum lot sizes contained in Title 17 are not affected by those provided herein.

Applicant's Response: The size, width, depth, shape and orientation of the proposed lots were thought out and the best layout/site plan was proposed. Not all lots meet depth requirements, but the proposed subdivision lends itself to a nicer layout with more curb appeal and an option for more traditional single family houses to be built.

16.12.045 - Building sites—Minimum density.

All subdivision layouts shall achieve at least eighty percent of the maximum density of the base zone for the net developable area as defined in Chapter 17.04.

Applicant's Response: Seven total lots proposed (including the existing house and six new lots) on .96 acres. After subtracting out roads and dedications, there is a total of 29,417 SF of developable land. Given the density of 3.500 SF per lot, there is an allowance for 8.4 lots. However, due to the placement of the existing house, the lot the current house resides on will be 7,297 SF. So we have proposed seven lots in total (six new lots plus the lot for the existing house.)

With 29,417 SF of developable land, 80% of this would be, 23,534 SF divided by 3,500 SF equals 6.72 lots and we have proposed a total of 7 lots.

16.12.050 – Lot size reduction

A subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may include lots that are up to twenty percent less than the required minimum lot area of the applicable zoning designation provided the lots within the entire subdivision on average meets the minimum site area requirement of the underlying zone. Any area within a powerline easement on a lot shall not count towards the lot area for that lot.

The average lot area is determined by first calculating the total site area devoted to dwelling units, subtracting the powerline easement areas, and dividing that figure by the proposed number of dwelling lots. Accessory dwelling units are not included in this determination nor are tracts created for non-dwelling unit purposes such as open space, stormwater tracts, or access ways. A lot that was created pursuant to this section may not be further divided unless the average lot size requirements are still met for the entire subdivision. When a lot abuts a public alley, an area equal to the length of the alley frontage along the lot times the width of the alley right-of-way measured from the alley centerline may be added to the area of the abutting lot in order to satisfy the lot area requirement for the abutting lot. It may also be used in calculating the average lot area.

Applicant's Response: The property is assuming R-3.5 zoning for 3,500 SF lots. The minimum lot size for any lot would be 80% of that figure or 2,800 SF. The minimum lot size proposed is 3.080 SF, therefore the requirement is met.

16.12.055 - Building site—Through lots.

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography of existing development patterns. A reserve strip may be required. A planting screen restrictive covenant may be required to separate residential development from major arterial streets, adjacent nonresidential development, or other incompatible use, where practicable. Where practicable, alleys or shared driveways shall be used for access for lots that have frontage on a collector or minor arterial street, eliminating through lots.

Applicant's Response: No through lots are proposed

16.12.060 - Building site—Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

Applicant's Response: Proposed lots are at right angles facing Oregon Iris Way

16.12.065 - Building site—Grading.

Grading of building sites shall conform to the State of Oregon Structural Specialty Code, Chapter 18, any approved grading plan and any approved residential lot grading plan in accordance with the requirements of Chapter 15.48, 16.12 and the Public Works Stormwater and Grading Design Standards, and the erosion control requirements of Chapter 17.47.

Applicant's Response: The property is relatively flat so only minor grading may be required and will comply with all requirements

16.12.070 - Building site—Setbacks and building location.

This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. The objective is for lots located on a neighborhood collector, collector or minor arterial street locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street.

A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.

B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.

C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.

D. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the city engineer determines that:

1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or

2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.

E. The community development director may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.

Applicant's Response: See site plan, all proposed new lots have the option to face Oregon Iris Way with driveway access from Oregon Iris Way. All plans were created with the input of Oregon City planning.

16.12.075 - Building site—Division of lots.

Where a tract of land is to be divided into lots or parcels capable of redivision in accordance with this chapter, the community development director shall require an arrangement of lots, parcels and streets which facilitates future redivision. In such a case, building setback lines may be required in order to preserve future right-of-way or building sites.

Applicant's Response: Proposed lot 1 is 7,297 square feet and therefore capable of re-division under the R-3.5 zoning standards. However, the existing house currently sits on this lot and is located in such a way that makes re-division of this lot impossible at this time. But if the house was to be removed in the future, it would be possible to create two lots with frontage on Clearwater Place.

16.12.085 - Easements.

The following shall govern the location, improvement and layout of easements:

A. Utilities. Utility easements shall be required where necessary as determined by the city engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the land division and with adjoining subdivisions or partitions. Specific utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans.

Applicant's Response: The development will be required to provide a 10 foot wide Public Utility Easement along all property lines frontages

16.12.085.B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards

Applicant's Response: No unusual facilities are proposed

C. Watercourses. Where a land division is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.

Applicant's Response: Not applicable

D. Access. When easements are used to provide vehicular access to lots within a land division, the construction standards, but not necessarily width standards, for the easement shall meet city specifications. The minimum width of the easement shall be twenty feet. The easements shall be improved and recorded by the applicant and inspected by the city engineer. Access easements may also provide for utility placement.

Applicant's Response: No easements to lots are proposed. The development will be required to provide a 10 foot wide Public Utility Easement along all property lines frontages.

E. Resource Protection. Easements or other protective measures may also be required as the community development director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.

Applicant's Response: No natural or historic features have been identified.

16.12.090 - Minimum improvements—Procedures.

In addition to other requirements, improvements installed by the applicant either as a requirement of these or other regulations, or at the applicant's option, shall conform to the requirements of this title and be designed to city specifications and standards as set out in the city's facility master plan and Public Works Stormwater and Grading Design Standards. The improvements shall be installed in accordance with the following procedure:

A. Improvement work shall not commence until construction plans have been reviewed and approved by the city engineer and to the extent that improvements are in county or state right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.

B. Improvements shall be constructed under the inspection and approval of the city engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the city engineer or other city decision-maker, the applicant's project engineer also shall inspect construction.

C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of Chapter 17.49 and the Public Works Erosion and Sediment

Control Standards. Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed beyond the public utility easement behind to the lot lines.

D. As-built construction plans and digital copies of as-built drawings shall be filed with the city engineer upon completion of the improvements.

E. The city engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.

Applicant's Response: All required improvement plans will be submitted for review and approval.

16.12.095 - Minimum improvements—Public facilities and services.

The following minimum improvements shall be required of all applicants for a land division under Title 16, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the city's public systems and facilities:

A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the city's planned level of service on all public streets, including alleys within the land division and those portions of public streets adjacent to but only partially within the land division. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for street improvements that benefit the applicant's property. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points or curvature and points of tangency of their center line, and at such other points as directed by the city engineer.

Applicant's Response: Street frontage improvements on Maplelane Rd is expected to be required and is shown on the site plans. The proposed Oregon Iris Way will comply with city requirements.

B. Stormwater Drainage System. Applicants shall design and install drainage facilities within land divisions and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for stormwater drainage improvements that benefit the applicant's property. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system.

The applicant shall design the drainage facilities in accordance with city drainage master plan requirements, Chapter 13.12 and the Public Works Stormwater and Grading Design Standards.

Applicant's Response: As mentioned above, the property resides within an area served by an existing sub-regional stormwater detention facility located near the intersection of Maplelane Road and Thayer Road which is meant to provide water quality and stormwater detention for this region. Therefore, not all of the city's stormwater and grading design standards are applicable. Instead of constructing new stormwater facilities, future home permits on each lot of the proposed subdivision shall pay a pro-rata cost for using the stormwater detention/water quality pond at Maplelane and Thayer roads per Ordinance 09-1003.

There is an existing 12-inch stormwater main and two catch basins within CLearwater Place. The structures direct flows south through a 12-inch pipe to the Newell basin.

Per the city engineer the development will be required to extend a 12" stormwater main through the new road proposed (Oregon Iris Way) as shown on the application.

C. Sanitary Sewer System. The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a land division in accordance with the city's sanitary sewer design standards, and shall connect those lots or parcels to the city's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for sanitary sewer improvements that benefit the applicant's property. Applicants are responsible for extending the city's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the city engineer before construction begins.

Applicant's Response: The property is currently not connected to a sanitary sewer system. There is an 8" sanitary sewer main within Clearwater Place which runs across the frontage of the property. There is an existing sewer lateral which may be utilized by the existing house after annexed into the city and into the Tri-City Service District. There is no sanitary sewer main within Maplelane Road along the frontage of the property. The city engineer commented that development to extend the sewer main within Mapleland Rd for a portion of the property's frontage may be required. And that the development of the property will require an extension of an 8" sanitary sewer main through the new road proposed on Oregon Iris Way as shown on the application.

16.12.095.D. Water System. The applicant shall design and install a water system to serve all lots or parcels within a land division in accordance with the city public works water system design standards, and shall connect those lots or parcels to the city's water system. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for water improvements that benefit the applicant's property. Applicants are responsible for extending the city's water system to the development site and

through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.

Applicant's Response: The property is currently connected to Clackamas River Water (CRW.) There is an existing Clackamas River Water (CRW) owned 16-inch water main within Maplelane Rd. There is an existing CRW owned 12-inch ductile iron water main within Maplelane Rd. The applicant's property will be withdrawn from the CRW district upon approval of the annexation. Per the city engineer, the proposed property development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way) for the development. The proposed development will be required to provide each new lot with a new water service line and meter per city standards. There is an existing city owned 12-inch ductile iron water main within Maplelane Rd near the western edge of the applicant's property frontage. There is an existing city owned 12-inch ductile iron water main within Clearwater Place.

16.12.095.E. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the land division. Exceptions to this requirement may be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a land division without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the land division application. Applicants for partitions may be allowed to meet this requirement by executing a binding agreement to not remonstrate against the formation of a local improvement district for sidewalk improvements that benefit the applicant's property.

Applicant's Response: Sidewalks will be provided as required.

16.12.095.F. Bicycle Routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the decision-maker may require the installation of separate bicycle lanes within streets and separate bicycle paths.
Applicant's Response: If applicable, the bicycle lane will be included in the required improvements.

16.12.095.G. Street Name Signs and Traffic Control Devices. The applicant shall install street signs and traffic control devices as directed by the city engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.
Applicant's Response: Street signs and traffic control devices as needed will be installed when the subdivision is developed.

16.12.095.H. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all city regulations.
Applicant's Response: Street lights will be installed as needed/required.

16.12.095.I. Street Trees.
Applicant's Response: Trees will be placed/planted as per requirements.

16.12.095.J. Bench Marks. At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the city engineer.
Applicant's Response: A bench mark will be located as/if required.

16.12.095.K. Other. The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.
Applicant's Response: All will be placed underground as required.

16.12.095.L. Oversizing of Facilities. All facilities and improvements shall be designed to city standards as set out in the city's facility master plan, public works design standards, or other city ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. The city may require oversizing of facilities to meet standards in the city's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the city for oversizing based on the city's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.
Applicant's Response: No oversizing facility is expected.

16.12.095.M. Erosion Control Plan—Mitigation. The applicant shall be responsible for complying with all applicable provisions of Chapter 17.47 with regard to erosion control.
Applicant's Response: As needed, a plan will be put in place to meet requirements.

16.12.100 Same—Road standards and requirements.
A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of Chapter 12.04. However, the decision-maker may approve the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions where any of the following conditions exist:
1. The establishment of the public street is initiated by the city commission and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street;
2. The tract in which the street is to be dedicated is within an isolated ownership either not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.
B. For any public street created pursuant to subsection A of this section, a copy of a preliminary plan and the proposed deed shall be submitted to the community development director and city engineer at least ten days prior to any public hearing scheduled for the matter. The plan, deed and any additional information the applicant may submit shall be reviewed by the decision-maker and, if not in conflict with the standards of Title 16 and Title 17, may be approved with appropriate conditions.

Applicant's Response: See site plan for the proposed Oregon Iris Way which will meet all city requirements.

16.12.105 Same—Timing requirements.
A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with this section.
B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the city engineer. Under this option, the improvement must be complete and accepted by the city engineer prior to final plat approval.
C. Financial Guarantee. The applicant shall provide the city with a financial guarantee in a form acceptable to the city attorney and equal to one hundred ten percent of the cost of constructing the public improvements in accordance with Oregon City Municipal Code Chapter 17.50. Possible forms of guarantee include an irrevocable or standby letter of credit, guaranteed construction loan set-aside, reserve account, or performance guarantee, but the form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city, must be reviewed and approved by the city attorney. The amount of the guarantee shall be based upon approved final engineering plans, equal to at least one hundred ten percent of the estimated cost of construction, and shall be supported by a verified engineering estimate and approved by the city engineer.

Applicant's Response: FInancial guarantee will be obtained in order to apply for final plat approval.

16.12.110 Minimum improvements—Financial guarantee.
When conditions of permit approval require a permittee to construct certain improvements, the city may, in its discretion, allow the permitee to submit a performance guarantee in lieu of actual construction of the improvement. Performance guarantees shall be governed by this section.
A. Form of Guarantee. Performance guarantees shall be in a form approved by the city attorney Approvable methods of performance guarantee include irrevocable standby letters of credit to the benefit of the city issued by a recognized lending institution, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the city. The form of guarantee shall be specified by the city engineer and, prior to execution and acceptance by the city shall be reviewed and approved by the city attorney. The guarantee shall be filed with the city engineer.
B. Timing of Guarantee. A permittee shall be required to provide a performance guarantee as follows:
1. After Final Approved Design by the City: A permittee may request the option of submitting a performance guarantee when prepared for temporary/final occupancy. The guarantee shall be one hundred twenty percent of the estimated cost of constructing the remaining public

improvements as submitted by the permittee's engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer.
2. Before Complete Design Approval and Established Engineered Cost Estimate: A permittee may request the option of submitting a performance guarantee before public improvements are designed and completed. The guarantee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the city engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the city engineer. This scenario applies for a fee-in-lieu situation to ensure adequate funds for the future work involved in design, bid, contracting, and construction management and contract closeout. In this case, the fee-in-lieu must be submitted as cash, certified check, or other negotiable instrument as approved to form by the city attorney.
C. Duration of the Guarantee. The guarantee shall remain in effect until the improvement is actually constructed and accepted by the city. Once the city has inspected and accepted the improvement, the city shall release the guarantee to the permittee. If the improvement is not completed to the city's satisfaction within the time limits specified in the permit approval, the city engineer may, at their discretion, draw upon the guarantee and use the proceeds to construct or complete construction of the improvement and for any related administrative and legal costs incurred by the city in completing the construction, including any costs incurred in attempting to have the permittee complete the improvement. Once constructed and approved by the city, any remaining funds shall be refunded to the permittee. The city shall not allow a permittee to defer construction of improvements by using a performance guarantee, unless the permittee agrees to construct those improvements upon written notification by the city, or at some other mutually agreed-to time. If the permittee fails to commence construction of the required improvements within six months of being instructed to do so, the city may, without further notice, undertake the construction of the improvements and draw upon the permittee's performance guarantee to pay those costs.

Applicant's Response: The financial guarantee for the public improvements will comply with the city's standard procedures described in this section. The applicant will submit the required performance guarantees prior to plat.

<u>CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES</u>

12.04.003 - Applicability.
A. Compliance with this chapter is required for all land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements.
B. Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage, of all single and two-family dwellings. All applicable single and two-family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter. In addition, the frontage of the site shall comply with the following prioritized standards identified in this chapter:
1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and

2. Plant street trees.
The cost of compliance with the standards identified in 12.04.003.B.1 and 12.04.003.B.2 is limited to ten percent of the total construction costs. The value of the alterations and improvements as determined by the community development director is based on the entire project and not individual building permits. It is the responsibility of the applicant to submit to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal such as access or landscaping requirements.
Applicant's Response: The applicant intends to comply with the provisions of this chapter related to public street improvements as described above.

12.04.005 - Jurisdiction and management of the public rights-of-way.
A. The city has jurisdiction and exercises regulatory management over all public rights-of-way within the city under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.
B. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways or areas, including the subsurface under and air space over these areas.
C. The city has jurisdiction and exercises regulatory management over each public right-of-way whether the city has a fee, easement, or other legal interest in the right-of-way. The city has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.
D. No person may occupy or encroach on a public right-of-way without the permission of the city. The city grants permission to use rights-of-way by franchises, licenses and permits.
E. The exercise of jurisdiction and regulatory management of a public right-of-way by the city is not official acceptance of the right-of-way, and does not obligate the city to maintain or repair any part of the right-of-way.
Applicant's Response: The applicant understands that the city has jurisdictional management over Clearwater Place and Clackamas County has jurisdictional management over Maplelane Road. Therefore, planned improvements to Maplelane will be coordinated with Clackamas County.

12.04.007 - Modifications.
The review body may consider modification of this standard resulting from constitutional limitations restricting the city's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance. Compliance with the following criteria is required:

A. The modification meets the intent of the standard;
B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;
C. The modification is consistent with an adopted plan; and
D. The modification is complementary with a surrounding street design; or, in the alternative;
E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The city shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.
Applicant's Response: Modifications to these standards are not planned.

12.04.010 - Construction specifications—Improved streets.
All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.
Applicant's Response: The sidewalk and curb planned for Maplelane Road and Oregon Iris Way will comply with applicable portions of the City's construction standards and Transportation System Plan.

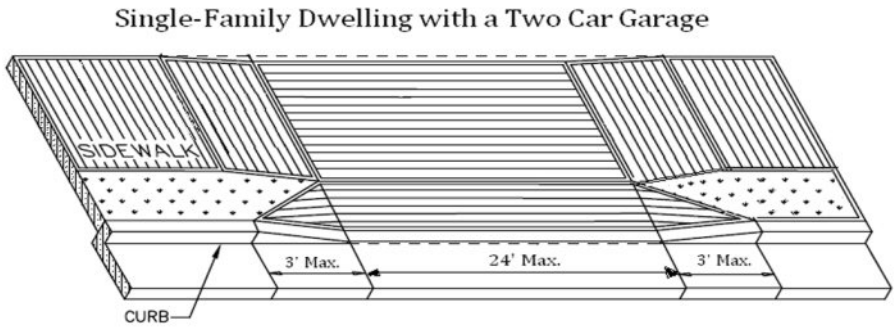
12.04.020 - Construction specifications—Unimproved streets.
Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.
Applicant's Response: No unimproved streets are proposed.

12.04.025 - Street design—Driveway curb cuts.
A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.
B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

Property Use	*Minimum Driveway Width at sidewalk or property line*	*Maximum Driveway Width at sidewalk or property line*
Single or two-family dwelling with one car garage/parking space	*10 feet*	*12 feet*

Single or two-family dwelling with two car garage/parking space	*12 feet*	*24 feet*
Single or two-family dwelling with three or more car garages/parking space	*18 feet*	*30 feet*
Nonresidential or multi-family residential driveway access	*15 feet*	*40 feet*

The driveway width abutting the street pavement may be extended three feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).
Figure 12.04.025: Example Driveway Curb Cut



Applicant's Response: Driveway requirements will be met.

C. The decision maker shall be authorized through a Type II process, unless another procedure applicable to the proposal applies, to minimize the number and size of curb cuts (including driveways) as far as practicable for any of the following purposes:
1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.
a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.
b. Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single-Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.

Applicant's Response: All requirements will be met.

D. For all driveways, the following standards apply.
1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.
2. Driving vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.
3. Placing soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.
4. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.
Applicant's Response: All requirements will be met.

E. Exceptions. The public works director reserves the right to waive this standard, if it is determined through a Type II decision including written findings that it is in the best interest of the public to do so.
Applicant's Response: Not applicable at this time.

12.04.080 - Excavations—Permit required.
It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.
Applicant's Response: A permit will be obtained if needed.

12.04.090 - Excavations—Permit restrictions.
The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.
Applicant's Response: A permit will be obtained as needed.

12.04.100 - Excavations—Restoration of pavement.
Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to restore the pavement in accordance with the City of Oregon City Public Works Pavement Cut Standard in effect at the time a right-of-way permit application is filed. The city commission may adopt and modify the City of

Oregon City Public Works Pavement Cut Standards by resolution as necessary to implement the requirements of this chapter.

Applicant's Response: As needed and required, all pavement will be restored with city standards.

12.04.120 - Obstructions—Permit required.

A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B. of this section, in any public street or alley in the city, without obtaining approval for a right-of-way permit from the commission by passage of a resolution.

1. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.

2. The applicant shall submit at least the following information in the permitting process in order to allow the commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:

a. Site plan showing right-of-way, utilities, driveways as directed by staff;

b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;

c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);

d. Alternative routes if necessary;

e. Minimizing obstruction area; and

f. Hold harmless/maintenance agreement.

3. If the commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the city engineer shall issue a right-of-way permit with any conditions deemed necessary by the commission.

B. Temporary Obstructions.

1. A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.

2. The city engineer, or designee, is authorized to grant a permit for a temporary obstruction.

3. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.

4. The applicant shall submit, and the city engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the city engineer:

a. Site plan showing right-of-way, utilities, driveways as directed by staff;

b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;

c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);

d. Alternative routes if necessary;

e. Minimizing obstruction area; and

f. Hold harmless/maintenance agreement.

5. In determining whether to issue a right-of-way permit to allow a temporary obstruction, the city engineer may issue such a permit only after finding that the following criteria have been satisfied:
a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;
b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;
c. No alternative locations are available that would not require use of the public right-of-way; and
d. Any other factor that the city engineer deems relevant.
6. The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.
C. Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the commission.
Applicant's Response: No known obstructions.

12.04.160 - Street vacations—Restrictions.
The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.
Applicant's Response: Not applicable

12.04.170 - Street design—Purpose and general provisions.
All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.
Applicant's Response: The design will comply with all requirements and city standards (and county standards for Maplelane Rd).

12.04.175 - Street design—Generally.
The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, overlay districts, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect

to all existing or approved stub streets that abut the development site. The arrangement of streets shall either:
A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with [Chapter] 12.04 shall be required to preserve the objectives of street extensions.
Applicant's Response: Street design will comply with all requirements and will work with city engineering on the proposed Oregon Iris Way.

12.04.180 - Street design.
All development regulated by this chapter shall provide street improvements in compliance with the standards in Figure 12.04.180 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The standards provided below are maximum design standards and may be reduced with an alternative street design which may be approved based on the modification criteria in [Section] 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.
Table 12.04.180 Street Design
To read the table below, select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation on either side of the street differs, the wider right-of-way standard shall apply.

Road Classification	*Comprehensive Plan Designation*	*Right-of-Way Width*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*
Major Arterial	*Mixed Use, Commercial or Public/Quasi Public*	*116 ft.*	*94 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*

	Industrial	*120 ft.*	*88 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*N/A*	*(5) 14 ft. Lanes*	*6 ft.*
	Residential	*126 ft.*	*94 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*

Road Classification	*Comprehensive Plan Designation*	*Right-of-Way Width*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*
Minor Arterial	*Mixed Use, Commercial or Public/Quasi Public*	*116 ft.*	*94 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*
	Industrial	*118 ft.*	*86 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*7 ft.*	*(5) 12 ft. Lanes*	*N/A*
	Residential	*100 ft.*	*68 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*7 ft.*	*(3) 12 ft. Lanes*	*6 ft.*

Road Classification	*Comprehensive Plan Designation*	*Right-of-Way*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*

		Width								
Collector	*Mixed Use, Commercial or Public/Quasi Public*	*86 ft.*	*64 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*6 ft.*	*8 ft.*	*(3) 12 ft. Lanes*	*N/A*
	Industrial	*88 ft.*	*62 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 12 ft. Lanes*	*N/A*
	Residential	*85 ft.*	*59 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 11 ft. Lanes*	*N/A*

Road Classification	*Comprehensive Plan Designation*	*Right-of-Way Width*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*
Local	*Mixed Use, Commercial or Public/Quasi Public*	*62 ft.*	*40 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*N/A*	*8 ft.*	*(2) 12 ft. Lanes*	*N/A*
	Industrial	*60 ft.*	*38 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 19 ft. Shared Space*			*N/A*
	Residential	*54 ft.*	*32 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 16 ft. Shared Space*			*N/A*

1. Pavement width includes, bike lane, street parking, travel lanes and median.

2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5 foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5 foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.
Applicant's Response: The design will comply with all requirements and city standards.

12.04.185 - Street design—Access control.
A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
B. The city may grant a permit for the adjoining owner to access through the access control.
C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."
Applicant's Response: The design will comply with all requirements and city standards.

12.04.190 - Street design—Alignment.
The centerline of streets shall be:
A. Aligned with existing streets by continuation of the centerlines; or
B. Offset from the centerline by no more than five (5) feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.
Applicant's Response: The design will comply with all requirements and city standards.

12.04.194 - Traffic sight obstructions.
All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.
Applicant's Response: The design will comply with all requirements.

12.04.195 - Spacing standards.
A. All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in Figure 8 in the transportation system plan. The maximum block spacing between streets is five hundred thirty feet and the minimum block spacing between streets is one hundred

fifty feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every three hundred thirty feet. The spacing standards within this section do not apply to alleys.
B. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	*Minimum Driveway Spacing Standards*	*Distance*
Major Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Minor Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Collector Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*100 ft.*
Local Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*25 ft.*

The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.
Applicant's Response: The design will comply with all requirements and will work with city on the best design for the proposed Oregon Iris Way.

12.04.199 - Pedestrian and bicycle accessways.
Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three hundred thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.

B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:
1. Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five-foot planter strip and a three-foot planter strip.
2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five-foot planter strip and a three-foot planter strip.

C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.

D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half-foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.

E. Accessways shall comply with Americans with Disabilities Act (ADA).

F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:
1. Within the three-foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;
2. Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees;
3. Within the five-foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;
4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.

G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.

I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings.

J. The community development director may approve an alternative accessway design due to existing site constraints through the modification process set forth in Section 12.04.007.

K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:
1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or
2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.
Applicant's Response: In regards to 12.04.199 (all of the above) are not applicable.

12.04.200 - Reserved.
Editor's note— Ord. No. 13-1003, § 1, Exhibit 1, adopted July 17, 2013, repealed § 12.04.200 in its entirety. Former § 12.04.200 pertained to "Street Design—Constrained local streets and/or rights-of-way." See Prior Code Cross-Reference Table and Code Comparative Table and Disposition List for derivation.

12.04.205 - Mobility standards.
Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the transportation system plan or as otherwise identified by the city transportation engineer.
A. For intersections within the regional center, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.

B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. For signalized intersections:
a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
2. For unsignalized intersections outside of the boundaries of the Regional Center:
a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.
D. Until the city adopts new performance measures that identify alternative mobility targets, the city shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:
I-205/OR 99E Interchange
I-205/OR 213 Interchange
OR 213/Beavercreek Road
State intersections located within or on the Regional Center Boundaries
1. In the case of conceptual development approval for a master plan that impacts the above references intersections:
a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and
b. Only those trips approved by a detailed development plan review are vested.
2. Development which does not comply with the mobility standards for the intersections identified in [Section] 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the

intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

Applicant's Response:

See the attached Transportation Analysis Letter submitted with application.

12.04.210 - Street design—Intersection angles.

Except where topography requires a lesser angle, streets shall be laid out to intersect at angles as near as possible to right angles. In no case shall the acute angles be less than eighty degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least one hundred feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty feet of tangent adjacent to the intersection unless topography requires a lesser distance. All street intersections shall be provided with a minimum curb return radius of twenty-five feet for local streets. Larger radii shall be required for higher street classifications as determined by the city engineer. Additional right-of-way shall be required to accommodate curb returns and sidewalks at intersections. Ordinarily, intersections should not have more than two streets at any one point.

Applicant's Response:

See site plan, the proposed Oregon Iris Way will be at a right angle to Clearwater Place.

12.04.215 - Street design—Off-site street improvements.

During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.

Applicant's Response:

WIll comply with required improvements if needed.

12.04.220 - Street design—Half street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control may be required to preserve the objectives of half streets.

When the remainder of an existing half-street improvement is made it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the

pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the city's "Moratorium Pavement Cut Standard" or as approved by the city engineer.

Applicant's Response:

See site plan, no half street proposed.

12.04.225 - Street design—Cul-de-sacs and dead-end streets.

The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, arterial access restrictions or similar situation as determined by the community development director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units and a maximum street length of two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall include pedestrian/bicycle accessways as required in this chapter. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.

Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

Applicant's Response:

See site plan, as the proposed Oregon Iris Way will be a dead end street at this time, until future properties development and then it will be a through street.

12.04.230 - Street design—Street names.

Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the city and shall be subject to the approval of the city.

Applicant's Response:

The proposed is an extension of Oregon Iris Way.

12.04.235 - Street design—Grades and curves.

Grades and center line radii shall conform to the standards in the city's street design standards and specifications.

Applicant's Response:

WIll comply with city standards.

12.04.240 - Street design—Development abutting arterial or collector street.

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Applicant's Response:

Not applicable

12.04.245 - Street design—Pedestrian and bicycle safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.

Applicant's Response:

Special curb extensions and bicycle safety is not expected to be needed due to the low volume of vehicles.

12.04.255 - Street design—Alleys.

Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. The corners of alley intersections shall have a radius of not less than ten feet.

Applicant's Response:

See site plan, no proposed alley.

12.04.260 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in [Section] 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary in Chapter 12.04 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Applicant's Response:

This is not a transit street.

12.04.265 - Street design—Planter strips.
All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within ten feet of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.
To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.
Applicant's Response:
See site plan, all standards to be met as required.

12.04.270 - Standard construction specifications.
The workmanship and materials for any work performed under permits issued per this chapter shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city in accordance with this ordinance, in effect at the time of application. The exception to this requirement is where this chapter and the Public Works Street Design Drawings provide other design details, in which case the requirements of this chapter and the Public Works Street Design Drawings shall be complied with. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.
Applicant's Response:
Construction plans for improvements will be submitted and will comply with standards.

Chapter 12.08 - PUBLIC AND STREET TREES[2]

12.08.015 - Street tree planting and maintenance requirements.
All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be

installed with a planting strip. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.

Applicant's Response:

Street trees will be planted per requirements.

A. One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.

B. The following clearance distances shall be maintained when planting trees:

1. Fifteen feet from streetlights;

2. Five feet from fire hydrants;

3. Twenty feet from intersections;

4. A minimum of five feet (at mature height) below power lines.

C. All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.

D. All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.

12.08.020 - Street tree species selection.

The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.

Applicant's Response:

Will comply with spacing, distance and species requirements. Tree maintenance will be the responsibility of future homeowners.

12.08.035 - Public tree removal.

Existing street trees shall be retained and protected during construction unless removal is specified as part of a land use approval or in conjunction with a public facilities construction project, as approved by the community development director. A diseased or hazardous street tree, as determined by a registered arborist and verified by the City, may be removed if replaced. A non-diseased, non-hazardous street tree that is removed shall be replaced in accordance with the Table 12.08.035.

All new street trees will have a minimum two-inch caliper trunk measured six inches above the root crown. The community development director may approve off-site installation of replacement trees where necessary due to planting constraints. The community development director may additionally allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City in accordance with Oregon City Municipal Code 12.08.

Table 12.08.035

Replacement Schedule for Trees Determined to be Dead, Diseased or Hazardous by a Certified Arborist		*Replacement Schedule for Trees Not Determined to be Dead, Diseased or Hazardous by a Certified Arborist*	
Diameter of tree to be Removed (Inches of diameter at 4-ft height)	*Number of Replacement Trees to be Planted*	*Diameter of tree to be Removed (Inches of diameter at 4-ft height)*	*Number of Replacement Trees to be Planted*
Any Diameter	*1 Tree*	*Less than 6"*	*1 Tree*
		6" to 12"	*2 Trees*
		13" to 18"	*3 Trees*
		19" to 24"	*4 Trees*
		25" to 30"	*5 Trees*
		31" and over	*8 Trees*

Applicant's Response:
No public tree removal is anticipated.

12.08.040 - Heritage Trees and Groves.
A. Purpose. Certain trees, because of their age, species, natural resource value, ecological or historical association, are of special importance to the city. These trees may live on private or public property.
1. The purpose of this chapter is to recognize, foster appreciation and provide for voluntary protection of Heritage Trees.
2. In particular, the following trees are shall be considered significant, and therefore eligible for heritage tree nomination in Oregon City, if they meet the minimum size requirements of the table below:
Tree Eligibility based on Size

Species	*Common Name*	*Size (d.b.h)*
Quercus garrayana	*Oregon white oak*	*8"*
Pseudotsuga menziesii	*Douglas-fir*	*18"*
Thuja plicata	*Western red cedar*	*12"*

Pinus ponderosa	*Ponderosa pine*	*12"*
Taxus brevifolia	*Western yew*	*6"*
Other deciduous and horticultural tree species		*20"*
Other evergreen and conifer trees		*18"*

D. Criteria.

1. The city commission may designate a tree or grove as a Heritage Tree or Heritage Grove if the commission determines that the following criteria are met:

a. The tree or grove is of landmark importance to the City of Oregon City due to age, size, species, horticultural quality or historic importance; or

b. It is listed as a State Heritage Tree, as designated by the state division of forest resources; or

c. It is a rare species, or provides a habitat for rare species of plants, animals or birds; and

d. The tree is not irreparably damaged, diseased, hazardous or unsafe, or the applicant is willing to have the tree treated by an arborist and the treatment will alleviate the damage, disease or hazard;

E. Protection of Heritage Trees and Groves.

1. No Heritage Tree or Grove may be removed, topped, or otherwise altered unless permitted by this section.

2. An application to remove a Heritage Tree or Grove shall demonstrate that the burden imposed on the property owner, or, if the tree is located within the public right-of-way under city jurisdiction, then the burden imposed on the city by the continued presence of the tree outweighs the public benefit provided by the tree. For the purposes of making this determination, the following tree impacts shall not be considered unreasonable burdens on the property owner, or if appropriate, the city:

a. View obstruction;

b. Routine pruning, leaf raking and other maintenance activities; and

c. Infrastructure impacts or tree hazards that can be controlled or avoided by appropriate pruning or maintenance.

3. Unless the tree is permitted to be removed due to poor health or hazard pursuant to Section 12.08.042, the applicant shall be required to mitigate for the loss of the tree pursuant to Table 12.08.042.

4. Any person who removes a Heritage Tree or Grove in violation of this chapter shall be subject to the penalties provided in this chapter.

F. Recognition of Heritage Trees and Groves.

1. A Heritage Tree plaque may be designed and furnished by the city to the property owner, or if the tree is in the public right-of-way, to the appropriate city official, of a designated Heritage Tree or Grove. The city may charge a fee to cover the costs of the providing the plaque. The plaque shall be posted at a location at or near the tree or grove and, if feasible, visible from a public right-of-way.

2. The community development director shall maintain a list and map of designated Heritage Trees and Groves.

G. Removal of Heritage Tree or Grove Designation.
1. A Heritage Tree or Grove may be removed from designation if it dies or is removed pursuant to this chapter. If removed from private property, the city shall record a document extinguishing the covenant.
Applicant's Response:
No heritage tree or grove are proposed to be cut down.

12.08.045 - Gifts and funding.
The City of Oregon City may accept gifts, which are specifically designated for the purpose of planting or maintaining trees within the city. the community development director may allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City. The community development director may determine the type, caliper and species of the trees purchased with the fund. The cost of each tree may be adjusted annually based upon current market prices for materials and labor as calculated by the community development director. A separate fund shall be established and maintained for revenues and expenditures created by activities specified in this chapter. The natural resources committee shall have authority on behalf of the city to seek grants and alternative funding for tree projects. Funds from such grant awards shall be administered by the city pursuant to this section.
Applicant's Response:
Not applicable at this time.

<u>Chapter 13.12 - STORMWATER MANAGEMENT</u>

13.12.050 - Applicability and exemptions.

This chapter establishes performance standards for stormwater conveyance, quantity and quality. Additional performance standards for erosion prevention and sediment control are established in OCMC 17.47.

A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:

1. *The conveyance facilities are located entirely on one privately owned parcel;*
2. *The conveyance facilities are privately maintained; and*
3. *The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.*

Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.

B. Water Quality and Flow Control. The water quality and flow control requirements of this chapter shall apply to the following proposed uses or developments, unless exempted under subsection C:

1. *Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet*

of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given five-year period; or

2. *Activities that create or replace more than five thousand square feet of impervious surface per parcel or lot, cumulated over any given five-year period.*

C. Exemptions. The following exemptions to subsection B of this section apply:

1. *An exemption to the flow control requirements of this chapter will be granted when the development site discharges to the Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred-year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42, provided that the following conditions are met:*
    a. *The project site is drained by a conveyance system that is comprised entirely of manmade elements (e.g. pipes, ditches, culverts outfalls, outfall protection, etc.) and extends to the ordinary high water line of the exempt receiving water; and*
    b. *The conveyance system between the project site and the exempt receiving water has sufficient hydraulic capacity and erosion stabilization measures to convey discharges from the proposed conditions of the project site and the existing conditions from non-project areas from which runoff is collected.*
2. *Projects in the following categories are generally exempt from the water quality and flow control requirements:*
    a. *Stream enhancement or restoration projects approved by the city.*
    b. *Farming practices as defined by ORS 30.960 and farm use as defined in ORS 214.000; except that buildings associated with farm practices and farm use are subject to the requirements of this chapter.*
    c. *Actions by a public utility or any other governmental agency to remove or alleviate an emergency condition.*
    d. *Road and parking area preservation/maintenance projects such as pothole and square cut patching, surface sealing, replacing or overlaying of existing asphalt or concrete pavement, provided the preservation/maintenance activity does not expand the existing area of impervious coverage above the thresholds in subsection B of this section.*
    e. *Pedestrian and bicycle improvements (sidewalks, trails, pathways, and bicycle paths/lands) where no other impervious surfaces are created or replaced, built to direct stormwater runoff to adjacent vegetated areas.*
    f. *Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.*
    g. *Maintenance or repair of existing utilities.*

D. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices, as defined in the Public Works Stormwater and Grading Design Standards:

1. *Bulk petroleum storage facilities;*
2. *Above ground storage of liquid materials;*

3. *Solid waste storage areas, containers, and trash compactors for commercial, industrial, or multi-family uses;*
4. *Exterior storage of bulk construction materials;*
5. *Material transfer areas and loading docks;*
6. *Equipment and/or vehicle washing facilities;*
7. *Development on land with suspected or known contamination;*
8. *Covered vehicle parking for commercial or industrial uses;*
9. *Industrial or commercial uses locating in high traffic areas, defined as average daily count trip of two thousand five hundred or more trips per day; and*
10. *Land uses subject to DEQ 1200-Z Industrial Stormwater Permit Requirements.*

Applicant's Response:

Stormwater Management requirements apply to this project, but the property resides within an area served by an existing sub-regional stormwater detention facility located near the intersection of Maplelane Road and Thayer Road which is meant to provide water quality and stormwater detention for this region. Therefore, not all of the city's stormwater and grading design standards are applicable. Instead of constructing new stormwater facilities, future home permits on each lot of the proposed subdivision shall pay a pro-rata cost for using the stormwater detention/water quality pond at Maplelane and Thayer roads per Ordinance 09-1003.

There is an existing 12-inch stormwater main and two catch basins within CLearwater Place. The structures direct flows south through a 12-inch pipe to the Newell basin.

Per the city engineer the development will be required to extend a 12" stormwater main through the new road proposed (Oregon Iris Way) as shown on the application.

13.12.080 - Submittal requirements.

A. Applications subject to stormwater conveyance, water quality, and/or flow control requirements of this chapter shall prepare engineered drainage plans, drainage reports, and design flow calculation reports in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

B. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Applicant's Response:

See notes above

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater facilities will accomplish the purpose statements of this chapter.

B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020.
C. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.
D. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams.
E. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.
Applicant's Response:
As required, a final stormwater report will be submitted for review for street improvements and address stormwater management for the site.

13.12.100 - Alternative materials, alternative design and methods of construction.
The provisions of this chapter are not intended to prevent the use of any material, alternate design or method of construction not specifically prescribed by this chapter or the Public Works Stormwater and Grading Design Standards, provided any alternate has been approved and its use authorized by the city engineer. The city engineer may approve any such alternate, provided that the city engineer finds that the proposed design is satisfactory and complies with the intent of this chapter and that the material, method, or work offered is, for the purpose intended, at least the equivalent of that prescribed by this chapter in effectiveness, suitability, strength, durability and safety. The city engineer shall require that sufficient evidence or proof be submitted to substantiate any claims that may be made regarding its use. The details of any action granting approval of an alternate shall be recorded and entered in the city files.
Applicant's Response:
Not applicable

13.12.120 - Standard construction specifications.
The workmanship and materials shall be in accordance with the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application. The exception to this requirement is where this chapter and the Public Works Stormwater and Grading Design Standards provide other design details, in which case the requirements of this chapter and the Public Works Stormwater and Grading Design Standards shall be complied with.
Applicant's Response:
All will be done in accordance with the stormwater and grading design standards.

<u>CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING</u>

15.48.030 Applicability—Grading permit required.
A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:
1. Grading activities in excess of ten cubic yards of earth;

2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;
3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;
4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or
5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.

Applicant's Response:

A grading permit will be obtained as needed/required.

15.48.090 Submittal requirements.
An engineered grading plan or an abbreviated grading plan shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards whenever a city approved grading permit is required. In addition, a geotechnical engineering report and/or residential lot grading plan may be required pursuant to the criteria listed below.
A. Abbreviated Grading Plan. The city shall allow the applicant to submit an abbreviated grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards if the following criteria are met:
1. No portion of the proposed site is within the flood management area overlay district pursuant to Chapter 17.42, the unstable soils and hillside constraints overlay district pursuant to Chapter 17.44, or a water quality resource area pursuant to Chapter 17.49; and
2. The proposed filling or grading activity does not involve more than fifty cubic yards of earth.
B. Engineered Grading Plan. The city shall require an engineered grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer if the proposed activities do not qualify for abbreviated grading plan.
C. Geotechnical Engineering Report. The city shall require a geotechnical engineering report in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer who specializes in geotechnical work when any of the following site conditions may exist in the development area:
1. When any publicly maintained facility (structure, street, pond, utility, park, etc.) will be supported by any engineered fill;
2. When an embankment for a stormwater pond is created by the placement of fill;
3. When, by excavation, the soils remaining in place are greater than three feet high and less than twenty feet wide.
D .Residential Lot Grading Plan. The city shall require a residential lot grading plan in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer for all land divisions creating new residential building lots or where a public improvement project is required to provide access to an existing residential lot.

Applicant's Response:

The property is fairly flat, so it is anticipated that only minimal grading will be required and a plan will be submitted as needed or required.

CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL

17.47.070 Erosion and sediment control plans.
A. An application for an erosion and sediment control permit shall include an erosion and sediment control plan, which contains methods and interim measures to be used during and following construction to prevent or control erosion prepared in compliance with City of Oregon City public works standards for erosion and sediment control. These standards are incorporated herein and made a part of this title and are on file in the office of the city recorder.
Applicant's Response:
The property is fairly flat, so it is anticipated that only minimal grading will be needed and therefore it is unlikely there will be significant erosion. However, an erosion and sediment plan will be provided as needed/required.

CHAPTER 17.41 - TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.
1. Applications for development subject to Chapters 16.08 or 16.12 (Subdivision or Minor Partition) or Chapter 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.
2. For public capital improvement projects, the city engineer shall demonstrate compliance with these standards pursuant to a Type II process.
3. Tree canopy removal greater than twenty-five percent on sites greater than twenty-five percent slope, unless exempted under Section 17.41.040, shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of Chapter 12.08.050 shall be subject to the standards of this section.

17.41.030 - Tree protection—Conflicting code provisions.
Except as otherwise specified in this section, where these standards conflict with adopted city development codes or policies, the provision which provides the greater protection for regulated trees or groves, as defined in Section 17.04, shall govern.

Applicant's Response:
The proposed application does not include any trees to be removed.

17.41.040 - Same—Exemptions.
These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. These standards are not intended to regulate farm and forest practices as those practices are defined under ORS 30.930. Farm or forest resources. An applicant for development may claim exemption from compliance with these standards if the development site containing the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use within one year prior to development

application. "Forest practices" and "forestlands" as used in this subsection shall have the meaning as set out in ORS 30.930. The community development director has the authority to modify or waive compliance in this case.

Applicant's Response:

Not applicable

17.41.050 - Same—Compliance options.

Applicants for review shall comply with these requirements through one or a combination of the following procedures:

A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to Sections 17.41.060 or 17.41.070. All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.

B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to Sections 17.41.080—17.41.100; or

C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to Sections 17.41.110—17.41.120; or

D. Option 4—Cash-in-lieu of planting pursuant to Section 17.41.130.

A regulated tree that has been designated for protection pursuant to this section must be retained or permanently protected unless it has been determined by a certified arborist to be diseased or hazardous, pursuant to the following applicable provisions.

The community development director, pursuant to a Type II procedure, may allow a property owner to cut a specific number of trees within a regulated grove if preserving those trees would:

1. Preclude achieving eighty percent of minimum density with reduction of lot size; or

2. Preclude meeting minimum connectivity requirements for subdivisions.

Applicant's Response:

The proposed application does not include any trees to be removed, so the above does not apply

17.41.060 - Tree removal and replanting—Mitigation (Option 1).

A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in Chapter 17.04to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08—Community Forest and Street Trees.

B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:

1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the

construction area shall be replanted with the number of replacement trees required in Column 2; or
2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.
Table 17.41.060-1
Tree Replacement Requirements
All replacement trees shall be either:
Two-inch caliper deciduous, or
Six-foot high conifer

Size of tree removed (DBH)	*Column 1* *Number of trees to be planted. (If removed Outside of construction area)*	*Column 2* *Number of trees to be planted. (If removed Within the construction area)*
6 to 12"	*3*	*1*
13 to 18"	*6*	*2*
19 to 24"	*9*	*3*
25 to 30"	*12*	*4*
31 and over"	*15*	*5*

Steps for calculating the number of replacement trees:
1. Count all trees measuring six inches DBH (minimum four and one-half feet from the ground) or larger on the entire development site.
2. Designate (in certified arborists report) the condition and size (DBH) of all trees pursuant to accepted industry standards.
3. Document any trees that are currently diseased or hazardous.
4. Subtract the number of diseased or hazardous trees in step 3. from the total number of trees on the development site in step 1. The remaining number is the number of healthy trees on the site. Use this number to determine the number of replacement trees in steps 5. through 8.
5. Define the construction area (as defined in Chapter 17.04).
6. Determine the number and diameter of trees to be removed within the construction area. Based on the size of each tree, use Column 2 to determine the number of replacement trees required.

7. Determine the number and diameter of trees to be removed outside of the construction area. Based on the size of each tree, use Column 1 to determine the number of replacement trees required.
8. Determine the total number of replacement trees from steps 6. and 7.
Applicant's Response:
The proposed application does not include any trees to be removed, so the above does not apply

17.41.070 - Planting area priority for mitigation (Option 1).
Development applications which opt for removal of trees with subsequent replanting pursuant to section 17.41.050A. shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:
A. First Priority. Replanting on the development site.
B. Second Priority. Off-site replacement tree planting locations. If the community development director determines that it is not practicable to plant the total number of replacement trees on-site, a suitable off-site planting location for the remainder of the trees may be approved that will reasonably satisfy the objectives of this section. Such locations may include either publicly owned or private land and must be approved by the community development director.
Applicant's Response:
Not applicable

17.41.075 - Alternative mitigation plan.
The community development director may, subject to a Type II procedure, approve an alternative mitigation plan that adequately protects habitat pursuant to the standards for the natural resource overlay district alternative mitigation plan, Section 17.49.190.
Applicant's Response:
Not applicable

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).
A. Applicants for new subdivision and partition plats may delineate and show the regulated trees or groves as either a separate tract or part of a larger tract that meets the requirements of subsection D. of this section.
B. The standards for land divisions subject to this section shall apply in addition to the requirements of the city land division ordinance and zoning ordinance, provided that the minimum lot area, minimum average lot width, and minimum average lot depth standards of the base zone may be superseded in order to allow for a reduction of dimensional standards pursuant to Section 17.41100 below.
C. Prior to preliminary plat approval, the regulated tree or grove area shall be shown either as a separate tract or part of a larger tract that meets the requirements of subsection D. of this section, which shall not be a part of any parcel used for construction of a structure. The size of the tract shall be the minimum necessary as recommended by a consulting arborist to adequately encompass the dripline of the tree, protect the critical root zone and ensure long term survival of the tree or grove.

D. Prior to final plat approval, ownership of the regulated tree or grove tract shall be identified to distinguish it from lots intended for sale. The tract may be identified as any one of the following:
1. Private open space held by the owner or a homeowners association; or
2. For residential land divisions, private open space subject to an easement conveying stormwater and surface water management rights to the city and preventing the owner of the tract from activities and uses inconsistent with the purpose of this document; or
3. At the owners option, public open space where the tract has been dedicated to the city or other governmental unit; or
4. Any other ownership proposed by the owner and approved by the community development director.
Applicant's Response:
Not applicable

17.41.090 - Density transfers incentive for tree protection tracts (Option 2).
A. The purpose of this section is to allow dimensional adjustments within a regulated tree protection tract to be transferred outside said tract to the remainder of the site. This provision applies on-site and density shall not be transferred beyond the boundaries of the development site.
B. Development applications for subdivisions and minor partitions that request a density transfer shall:
1. Provide a map showing the net buildable area of the tree protection tract;
2. Provide calculations justifying the requested dimensional adjustments;
3. Demonstrate that the minimum lot size requirements can be met based on an average of all lots created, including the tree protection tract created pursuant toSection 17.41.080;
4. Demonstrate that, with the exception of the tree protection tract created pursuant to Section 17.41.080, no parcels have been created which would be unbuildable in terms of minimum yard setbacks;
5. Meet all other standards of the base zone except as modified in section 17.41.100.
C. The area of land contained in a tree protection tract may be excluded from the calculations for determining compliance with minimum density requirements of the zoning code.
Applicant's Response:
Not applicable

17.41.100 - Permitted modifications to dimensional standards (Option 2 only).
A. An applicant proposing to protect trees in a dedicated tract pursuant to section 17.41.080 may request, and the community development director, pursuant to a Type II procedure, may grant a reduction to, the lot size, width, depth, and setbacks of the underlying zone district in approving a subdivision or partition if necessary to retain a regulated tree or grove in a tract, as long as the calculation of average lot size, including tree protection tracts, meet the minimum lot size for the zone. The applicant may choose to make the adjustments over as many lots as required. For example, the lot reduction could be spread across all the remaining lots in the proposed subdivision or partition or could be applied to only those needed to incorporate the area of the tree tract.

Table 17.41.100 A
Lot Size Reduction

ZONE	*Min. Lot Size [sq. feet]*	*Min. Lot Width*	*Min. Lot Depth*
R-10	*5,000 sq. feet*	*50'*	*65'*
R-8	*4,000 sq. feet*	*45'*	*60'*
R-6	*3,500 sq. feet*	*35'*	*55'*
R-5	*3,000 sq. feet*	*30'*	*50'*
R-3.5	*1,800 sq. feet*	*20'*	*45'*

Table 17.41.100 B
Reduced Dimensional Standards for Detached Single-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
8,000—9,999 square feet	*15 feet*	*20 feet*	*7/9 feet*	*15 feet*	*40%*
6,000—7,999 square feet	*10 feet*	*15 feet*	*5/7 feet*	*15 feet*	*40%*
4,000—5,999 square feet	*10 feet*	*15 feet*	*5/5 feet*	*10 feet*	*40%*
1,800—3,999 square feet	*5 feet*	*15 feet*	*5/5 feet*	*10 feet*	*55%*

Table 17.41.100 C
Reduced Dimensional Standards for Single-Family Attached or Two-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
3,500—7,000 square feet	*10 feet*	*15 feet*	*5/0* feet*	*10 feet*	*40%*

1,800—3,499 square feet	*5 feet*	*15 feet*	*5/0* feet*	*10 feet*	*55%*

**0 foot setback is only allowed on single-family attached units*

Applicant's Response:

Not applicable

17.41.110 - Tree protection by restrictive covenant (Option 3).

Any regulated tree or grove which cannot be protected in a tract pursuant toSection 17.41.080 above shall be protected with a restrictive covenant in a format to be approved by the community development director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the community development director, are determined to be diseased or hazardous.

Applicant's Response:

Not applicable

17.41.120 - Permitted adjustments (Option 3 Only).

A. The community development director, pursuant to a Type II procedure, may grant an adjustment to the side, front and rear yard setback standards by up to 50 percent if necessary to retain a Regulated Tree or Grove through a restrictive covenant pursuant to this section. In no case may the side yard setback be reduce less than three feet. The adjustment shall be the minimum necessary to accomplish preservation of trees on the lot and shall not conflict with other conditions imposed on the property.

B. The community development director, pursuant to a Type II procedure, may grant an adjustment to street standards, pursuant to adopted public works standards, in order to preserve a tree. This may include flexibility to redesign sidewalk and planter strip sizes and locations and allow placement of sidewalks and planter strips in an easement within private lots.

C. The community development director, pursuant to a Type II procedure, may allow other adjustments in order to preserve any healthy tree that cannot be moved due to its size, but will contribute to the landscape character of the area and will not present a foreseeable hazard if retained.

Applicant's Response:

Not applicable

17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).

The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the community development director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.

A. The cash-in-lieu payment per tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index (Index). The price shall include the cost of materials, transportation and planting.
B. The amount of the cash-in-lieu payment into the tree bank shall be calculated as the difference between the value of the total number of trees an applicant is required to plant, including cost of installation and adjusted for Consumer Price Index, minus the value of the trees actually planted. The value of the trees shall be based on the adopted fee schedule.
Applicant's Response:
Not applicable

17.41.130 - Regulated tree protection procedures during construction.
A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.
Applicant's Response:
The proposed application does not include any trees to be removed, so the above does not apply

B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:
1. Except as otherwise determined by the community development director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.
2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the community development director.
3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the community development director.
4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.
5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.
6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the community development director.

7. No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.
8. Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.
9. The city may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.
10. The community development director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.
Applicant's Response:
The proposed application does not include any trees to be removed, so the above does not apply

C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.
Applicant's Response:
Not applicable

<u>CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES</u>

17.50.050 Preapplication Conference
A. Pre Application Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a pre application conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this

code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.
B.A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.
Applicant's Response:
The pre application for this proposal was held on April, 30, 2019.

17.50.055 Neighborhood Association Meeting
The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.
1. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, planning commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the city-recognized neighborhood association in whose territory the application is proposed. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.
2. The applicant shall send, by certified mail, return receipt requested letter to the chairperson of the neighborhood association and the citizen involvement committee describing the proposed project. Other communication methods may be used if approved by the neighborhood association.
3. A meeting shall be scheduled within thirty days of the notice. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall hold their own meeting after six p.m. or on the weekend, with notice to the neighborhood association, citizen involvement committee, and all property owners within three hundred feet. If the applicant holds their own meeting, a copy of the certified letter requesting a neighborhood association meeting shall be required for a complete application. The meeting held by the applicant shall be held within the boundaries of the neighborhood association or in a city facility.
4. If the neighborhood association is not currently recognized by the city, is inactive, or does not exist, the applicant shall request a meeting with the citizen involvement committee.
5. To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.

Applicant's Response:
The applicant (Desiree Rowland) attended the Caufield neighborhood meeting on Wednesday, May 29, 2019 to present the proposed plan and all were in favor of the proposed plan. Attached is a copy of the sign-in sheet, a confirmation email from the chairman, along with the items discussed.

Caufield Neighborhood Association meeting, May 29, 2019

Desiree Rowland presented the proposed plan to annex the property of 14576 S Maplelane Rd into the city limits of Oregon City, along with a zone change to R-3.5 and a partition of the property into seven lots.

There were no concerns from the meeting attendees. Someone asked how long it might take before the new houses would be built (and of course that depends on the timing of approvals, etc.) and someone asked how many houses would be able to be built (with the proposed plan six new houses will be built.) All attendees were in favor and approved the proposed plan.

From: Robert Malchow r.malchow@comcast.net
Subject: RE: Caufield neighborhood meeting
Date: Jun 16, 2019 at 9:14:21 PM
To: Desiree Rowland rowland.desiree@yahoo.com

At the May 29, 2019 Caufield Neighborhood Assoc. meeting, Desiree Rowland presented her plans for building several new homes off of Maple Lane, near Clearwater Place. After the presentation, a motion was made and seconded to
approve her plan as presented. A voice vote was called for, and the motion was unanimously approved. Official minutes are not yet out as of this date. Please contact our secretary, Tori Skipper, if official minutes are required. Tori can be reached at t.skipper@bhhsnw.com

Cordially,

Robert
Robert Malchow
Chairman, Caufield Neighborhood Assoc.
503-888-1622

From: Desiree Rowland <rowland.desiree@yahoo.com>
Sent: Wednesday, June 12, 2019 9:15 AM
To: r.malchow <r.malchow@comcast.net>
Subject: Re: Caufield neighborhood meeting

Hi Robert,

Thank you! If you could just confirm back via this email that I did present and all were in favor I think that will work for now.

Thank you for your time!
Desiree Rowland

Sent from my iPhone

On Jun 11, 2019, at 11:21 PM, r.malchow <r.malchow@comcast.net> wrote:

Hi Desiree,
Our secretary, Tori, is still working on the minutes. If you have a person I need to contac in the short term, just let me know.
Robert
503-888-1622

CAUFIELD NEIGHBORHOOD ASSOC - MAY 29, 2019

NAME	ADDRESS	EMAIL ADDRESS
ROBERT MALCHOW	20153 WOODGLEN WAY	R.MALCHOW@COMCAST.NET
Kurt & Jane Radtke	20223 Quinalt Rd. OC	JKRADTKE@BCTONLINE.COM
Desiree Rowland	13310 SE Valemont Ln	rowland.desiree@yahoo.com
DARRELL BENNETT		
JOHN KIES		jkiesl@gmail.com
Guy Carter	19186 B.creek Rd	
Maggie Grant	14946 Coquille Ct	gmgrant@BCTonline
ROCKY & DEBY BUTLER	19346 ROLLINS ST.	
James + Mary Jo Tyler	20006 Mossy Meadows	mojotyl@gmail.co
Wayne + LaVerne Bauer	19921 Connie Ct	walabauer46@gmail.com
YVONNE COWAN	20231 MERIWETHER DR.	MIKEVONC@COMCAST.NET
~~[illegible]~~	20243 " "	
[illegible]	15091 persimmon	
[illegible]	20226 Meriwether	
DERICK COUGLE	20173 CANTERWOOD Court	DERICK COUGLE@GMAIL.COM
BILL McCONNELL	14405 EDGEMONT DR	BILLMCCONNEL@YAHOO.COM
ROSEANN JOHNSON		Roseannj@hbapdx.org
CAMIAN LARSON	15025 St Andrews DR	
CHARLES POLANCE		charlespolance@yahoo.com
Robert Cook	14477 Andria Lynn Ct	robc102@comcast.net
MIKE DAY	OCPD	mday@oscity.org

Clackamas County Fire District #1
Fire Prevention Office

To: Desiree Rowland, **City of Oregon City**

From: **Mike Boumann, Deputy Fire Marshal**, Clackamas County Fire District **#1**

Date: **5/22/2019**

Re: **Proposed subdivision at 14576 S Maple Lane Road, Oregon City**

This review is based upon the current version of the Oregon Fire Code (OFC), as adopted by the Oregon State Fire Marshal's Office. The scope of review is typically limited to fire apparatus access and water supply, although the applicant must comply with all applicable OFC requirements.

Fire Department Access and Water Supply

1) Provide address numbering that is clearly visible from the street.
2) No part of a building may be more than 150 feet from an approved fire department access road.
3) Provide an approved turnaround for dead end access roads exceeding 150 feet in length.
4) Fire Department turnarounds shall meet the dimensions found in the fire code applications guide.
5) Fire Hydrants, One and Two-Family Dwellings & Accessory Structures: Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), additional fire hydrants and mains shall be provided.
6) Please see our design guide at:
7) http://www.clackamasfire.com/documents/fireprevention/firecodeapplicationguide.pdf
8) If you have questions please contact Clackamas Fire District @503-742-2660

CLACKAMAS
COUNTY

DEPARTMENT OF TRANSPORTATION AND DEVELOPME
DEVELOPMENT SERVICES BUILDI
150 BEAVERCREEK ROAD OREGON CITY, OR 970

MEMORANDUM

TO: City of Oregon City, Planning Division

FROM: Kenneth Kent, Clackamas County Engineering, Senior Planner

DATE: April 30, 2018

RE: Pre-Application Conference – PA 19-18 S Maplelane Road
32E04DB00200

This office has the following comments pertaining to this proposal:

1. S Maple Lane Road is a minor arterial roadway under the jurisdiction of Clackamas County. Dedicate additional right-of-way to provide a one half right-of-way width 40 feet.

2. County standards limit access to lower functional classification roadways when available. Access for the proposed subdivision will be limited to Clearwater Place.

3. Section 240 of the Clackamas County Roadway Standards require that access f provides minimum intersection sight distance based on the travel speed of the roadway. S Maple Lane Road has a posted speed limit of 45 MPH requiring a minimum of 500 feet on sight distance. Minimum sight distance shall be demonstrated for the proposed development.

4. The following improvements will be required along the entire site frontage of S Maple Lane Road in accordance with *Clackamas County Roadway Standards*:

   a. Up to a 25-foot wide half-street improvement. Structural section for S Maple Lane Road improvements shall consist of 7.5 inches of asphalt concrete per Clackamas County Roadway Standards Standard Drawing C100.

   b. Standard curb, or curb and gutter if curbline slope is less than one percent, and pavement with the face of the new curb located 25 feet from the centerline of the existing 60 foot wide right-of-way. Centerline of the right-of-way shall be established by a registered survey.

c. Drainage facilities in conformance Tri-City Service District #4 regulations and Clackamas Roadway Standards, Chapter 4.

d. A minimum 5-foot wide unobstructed setback sidewalk, with a 5-foot wide landscape strip, including street trees and ground cover shall be constructed along the entire site frontage.

e. If the sidewalk does not connect to sidewalk on adjacent property, the end of the sidewalk shall require the construction of a concrete ADA accessible ramp, adjacent to the end of the sidewalk, providing a transition from the new sidewalk to the edge of the pavement.

f. Appropriate pavement tapers shall be provided, per Clackamas County Roadway Standards Section 250.6.4.

5. Prior to commencement of site work, a Development Permit and a Utility Placement Permit are required and must be obtained from Clackamas County for all work performed in the road right-of-way.

Diliana Vassileva

From: Desiree Rowland <rowland.desiree@yahoo.com>
Sent: Tuesday, June 25, 2019 9:21 AM
To: Diliana Vassileva
Subject: Fwd: Pre-app meeting for 14576 S Maplelane Rd

School verification, no capacity issues

Sent from my iPhone

Begin forwarded message:

> **From:** "Rogers, Wes" <wes.rogers@orecity.k12.or.us>
> **Date:** May 17, 2019 at 4:22:00 PM PDT
> **To:** Desiree Rowland <rowland.desiree@yahoo.com>
> **Subject: Re: Pre-app meeting for 14576 S Maplelane Rd**
>
> good luck!
> .wes
>
> On Fri, May 17, 2019 at 1:07 PM Desiree Rowland <rowland.desiree@yahoo.com> wrote:
> I think this email is sufficient. Thank you for getting back to me so quickly!
>
> Regards,
> Desiree Rowland
>
> Sent from my iPhone
>
> On May 17, 2019, at 12:10 PM, Rogers, Wes <wes.rogers@orecity.k12.or.us> wrote:
>
> > Do you need that verification on district letterhead or is an e-mail sufficient? It won't cause any enrollment issues. We have capacity to handle the very few students generated by 6 building lots.
> > ..wes rogers
> >
> > On Thu, May 16, 2019 at 9:40 PM Desiree Rowland <rowland.desiree@yahoo.com> wrote:
> > Hi Wes,
> >
> > We recently had a pre-application meeting with Oregon City for the annexation of our property into Oregon City with a partition of the property to create 6 additional lots. The property is located at 14576 S Maplelane Rd, Oregon City. For the complete application I need to verify that won't be too large of a demand on the schools in the area once the property is developed and new homes are built.
> >
> > Thank you,
> > Desiree Rowland

Google Streetview photo locations are approximate

Taxlot Information

Parcel Number (APN)	3-2E-04DB-00500
Primary Situs Address	14530 S MAPLELANE RD OREGON CITY, OR 97045
County	CLACKAMAS
Section	T3S R2E S04
Latitude	45.335941
Longitude	-122.567803
R Number (Alt ID)	00842789
Approx. Size (acres)	0.75846247
USGS Quad Name	Oregon City
Within Oregon City Limits?	Y
Urban Growth Boundary (UGB)	Inside

Political Boundaries

Jurisdiction	OREGON CITY
Voting Precinct	5.00000000
US Congressional District	5
Oregon House District	40
Oregon Senate District	20
Metro Council District	2
Metro Councilor	Christine Lewis
Metro Councilor Email	christine.lewis@oregonmetro.gov

Assessment & Value Information

Taxmap	3S2E04DB
Land Value (Mkt)	$209,308
Building Value (Mkt)	$165,060
Exempt Amount	$0
Net Value (Mkt)	
Assessed Value	$210,911
Year Built (if known)	1966
Sale Date	201602
Sale Price	$320,000
Document Date	2016-02-24 00:00
Document Number	2016-013090
State General Prop. Code	101
County Tax Code	062084

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed.

Report generated 8/7/2019 9:15 AM

City of Oregon City
PO Box 3040
625 Center St
Oregon City, OR 97045
(503) 657-0891
www.orcity.org

Land Use and Planning

Zoning	R-6
Comprehensive Plan	LR
Subdivision	WESTOVER ACRES
Subdivision Plat Number	396
PUD (if known)	0
Partition Plat Number	0
Neighborhood Association	CAUFIELD
Urban Renewal District	NONE
Historic District	NONE
Historic Designated Struct.?	NONE
Concept Plan Area	NONE
Urban/Rural Reserve	
Reserve Name	

In Sewer Moratorium Area?	N
In Thayer Rd Pond Fee Area?	Y
In Beavercreek Rd Access Area?	N
In Willamette River Greenway?	N
In Geologic Hazard?	N
In High Water Table Area?	N
In Nat. Res. Overlay District (NROD)?	N
In 1996/FEMA 2008 100-yr Floodplain?	N
In FEMA Floodway?	N
In Barlow Trail Area?	N
Watershed	Abernethy Creek-Willamette River
Sub-Watershed	Abernethy Creek
Basin	Willamette
Sub-Basin	Middle Willamette

Service Districts

Elementary School	REDLAND ELEMENTARY
Middle School	OGDEN MIDDLE
High School	OREGON CITY HIGH
School District	OREGON CITY
Oregon Dept. of Ed. Dist. ID	1928
Natl. Cntr for Ed. Stats Dist. ID	4109330
Water District	
Park District	
Sewer District	Tri-City Service District
Fire District	Clackamas Fire District #1
Fire Management Zone	6699
Transit District	Tri-County Metropolitan
Garbage Hauler	Oregon City Garbage Co.
Garbage Hauler Phone	(503) 656-8403

Census Information

Census Tract	223.02000000
Census Block Group	3
Census Block Grp. Pop. (2010)	1453

Overlay Information

Category	Description	Acres	Percent Coverage
Parcel Statistics for: 3-2E-04DB-00500	Overall Acres	0.76	100.0%
FEMA 100 Yr Floodplain	In Floodplain (100 yr)	0.00	0.0%
Buildings	Built up % (approx)	0.06	7.3%
Geologic Hazards	In Geologic Hazard	0.00	0.0%
Steep Slopes	Slopes >= 25%	0.00	0.0%

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NROD	In NROD	0.00	0.0%
Willamette Greenway	In Willamette Greenway	0.00	0.0%
Vacant Lands (All)	In Vacant Lands	0.00	0.0%
Vacant Lands (Constrained)	In Vacant Lands (Constrained)	0.00	0.0%
Vacant Lands (Unconstrained)	In Vacant Lands (Unconstrained	0.00	0.0%

SITUS Addresses

Address	Latitude	Longitude
14530 MAPLELANE RD	45.33598903	-122.56775168

Permits

Permit Number	Permit Type	Work Class	Description	Main Address	Permit Status	Issue Date	Expiration Date	Finaled Date
PI-18-00126	Public Improvements Development	Land Division	MP 18-04 Cunningham 3-Lot MP 14530 S Maplelane Rd	14530 S MAPLELANE RD	Submitted			

Plans

Plan Number	Plan Type	Work Class	Description	Main Address	Plan Status	Apply Date	Expire Date	Complete Date
AN-18-00002	Annexation	Annexation		14530 S MAPLELANE RD	Review Expired	08/06/2018	02/04/2019	
GLUA-18-00020	General Land Use Application	General Land Use - Type II - IV		14530 S MAPLELANE RD	Review Expired	08/06/2018	12/14/2018	
MP-18-00004	Minor Partition	Preliminary Plat		14530 S MAPLELANE RD	Review Expired	08/06/2018	02/04/2019	
PA-16-0012	Pre-Application Conference	EnerGov-Conversion	ANNEXATION PRE-APP FOR 0.8 ACRES OFF MAPLELANE RD	14530 S MAPLELANE RD	Review Expired	03/10/2016	09/06/2016	
PA-18-0007	Pre-Application Conference	EnerGov-Conversion	Emergency sewer annexation, previous pre-app (PA 16-12) is expired.	14530 S MAPLELANE RD	Review Expired	01/22/2018	07/21/2018	
ZC-18-00001	Zone Change	Map Amendment		14530 S MAPLELANE RD	Review Expired	08/06/2018	02/04/2019	

Business Licenses

None found!								

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City of Oregon City
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(503) 657-0891
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City of Oregon City
Pre-Application Form

File Number PA 19-18

Meeting Date 4 / 30 / 19 **Time:** 10 A.M. **Location:** ~~221 Molalla Avenue, Suite 200~~ 698 Warner Parrott, Oregon City

Applicants and representatives are expected to present a detailed explanation of their proposal at the conference.

APR 9 10:00AM

Applicant:

Name Nate & Desiree Rowland

Contact Person Desiree Rowland

Address 13310 SE Valemont Ln
Happy Valley, OR 97086

Phone 503-913-2386
rowland.desiree@yahoo.com

Owner(s):

Name Nate & Desiree Rowland

Address in contract to purchase
closing on or before May 8th

Phone

Property Description:

Tax Assessor Map Number(s):
3-2E-04DB-00200

Address: 14576 S Maplelane Rd
Oregon City, OR 97045

Proposed Development Action:

Pre-Application Checklist:

Failure to submit a complete application may require additional fees and pre-application meetings.

Minimum Pre-Application Requirements

- ☐ Pre-Application Fee
- ☐ Narrative: A detailed description of your proposal and any specific questions you have
- ☐ Site/Plot Plan (8½" x 11" or 11" x 17")
  - __ Parcel and building setback dimensions
  - __ Existing and proposed structures
  - __ Location and dimensions of easements and driveway
  - __ Location of utilities – storm, sanitary sewers & water (including size of service and street location)
  - __ Width of adjacent right of way
- ☐ Property Zoning Report
- ☐ Additional Information / Requirements

Additional Subdivision / Minor Partition Requirements

- ☐ Slope map (if area is exceeds a 24% slope)
- ☐ Significant Tree Locations (all trees with a caliper over 6 inches)
- ☐ Utility layout
- ☐ Proposed detention system with topographic contours
- ☐ Location of on-site water resources
- ☐ Connectivity analysis that includes shadow plats of all adjacent properties demonstrating how they can be developed meeting existing code.

Additional Site Plan & Design Review Requirements

- ☐ Proposed elevations
- ☐ Parking lot layout
- ☐ Parking space calculations (based on use and square footage of building)

Applicant Signature Desiree Rowland Date 4-9-19

The pre-application conference provides the applicant the necessary information to make an informed decision regarding a land use proposal. Meetings are held on Tuesdays and Wednesdays. Pre-Application Conferences expire six (6) months from the meeting date.

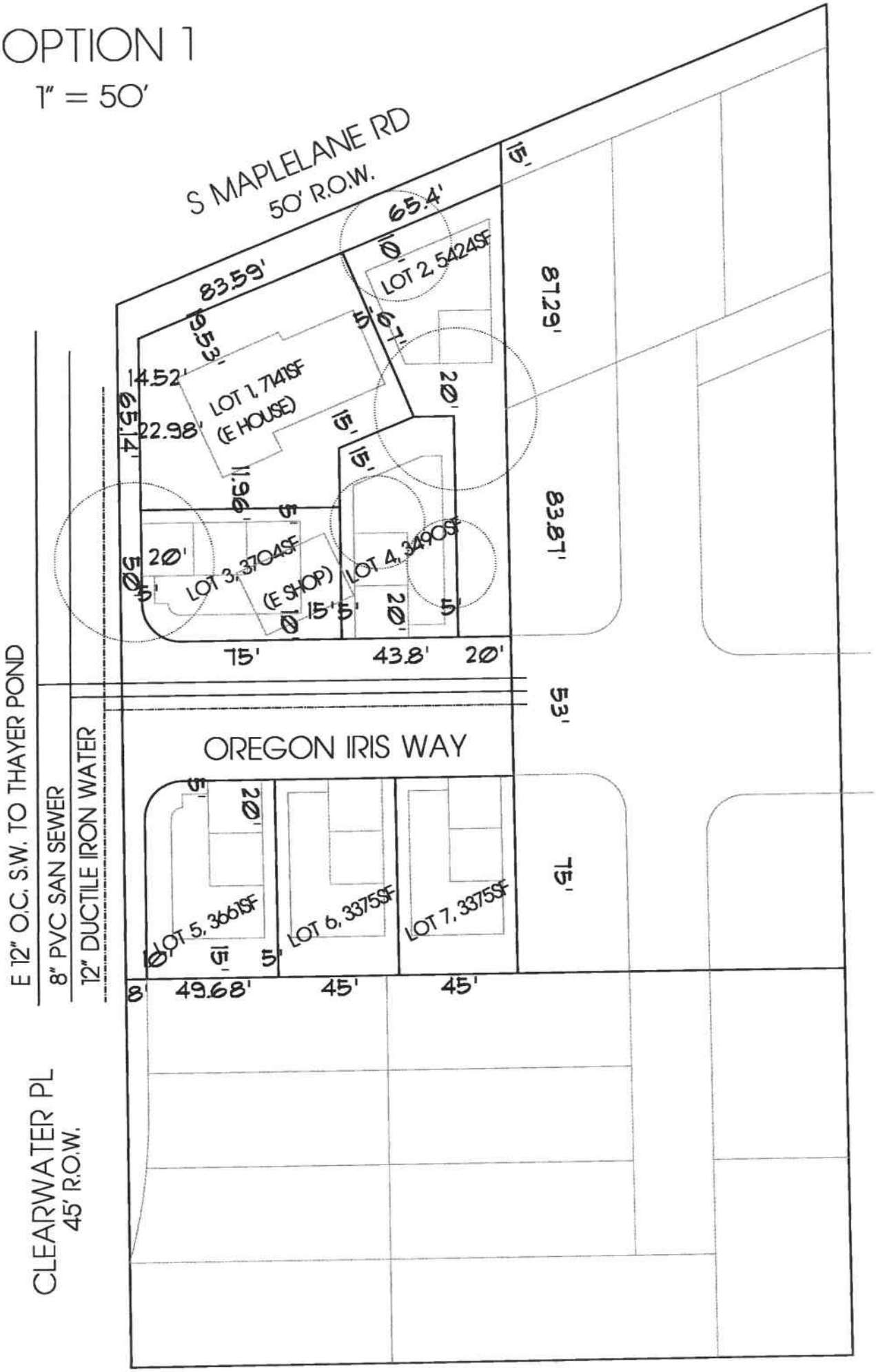
Please submit 3 hard copies and 1 electronic copy of the required information.

Routing: PubWks ☐; PW Dir. ☐; Bldg ☐; Develop. Serv. ☐; Fire ☐; Finance ☐; Clack Co (E) ☐; Clack Co (P) ☐; ODOT ☐; Schools ☐; Tri-Met ☐; Metro ☐; Police ☐; Other_____

Seeking approval for the annexation of the property at 14576 S Maplelane Rd, Oregon City into the city limits of Oregon City. This site is within the Oregon City Urban Growth Boundary and has a Comprehensive Plan designation of Medium Density Residential. Also seeking approval for a Zone Change to "R-3.5" Single Family Dwelling District and a Partition of seven (7) lots.

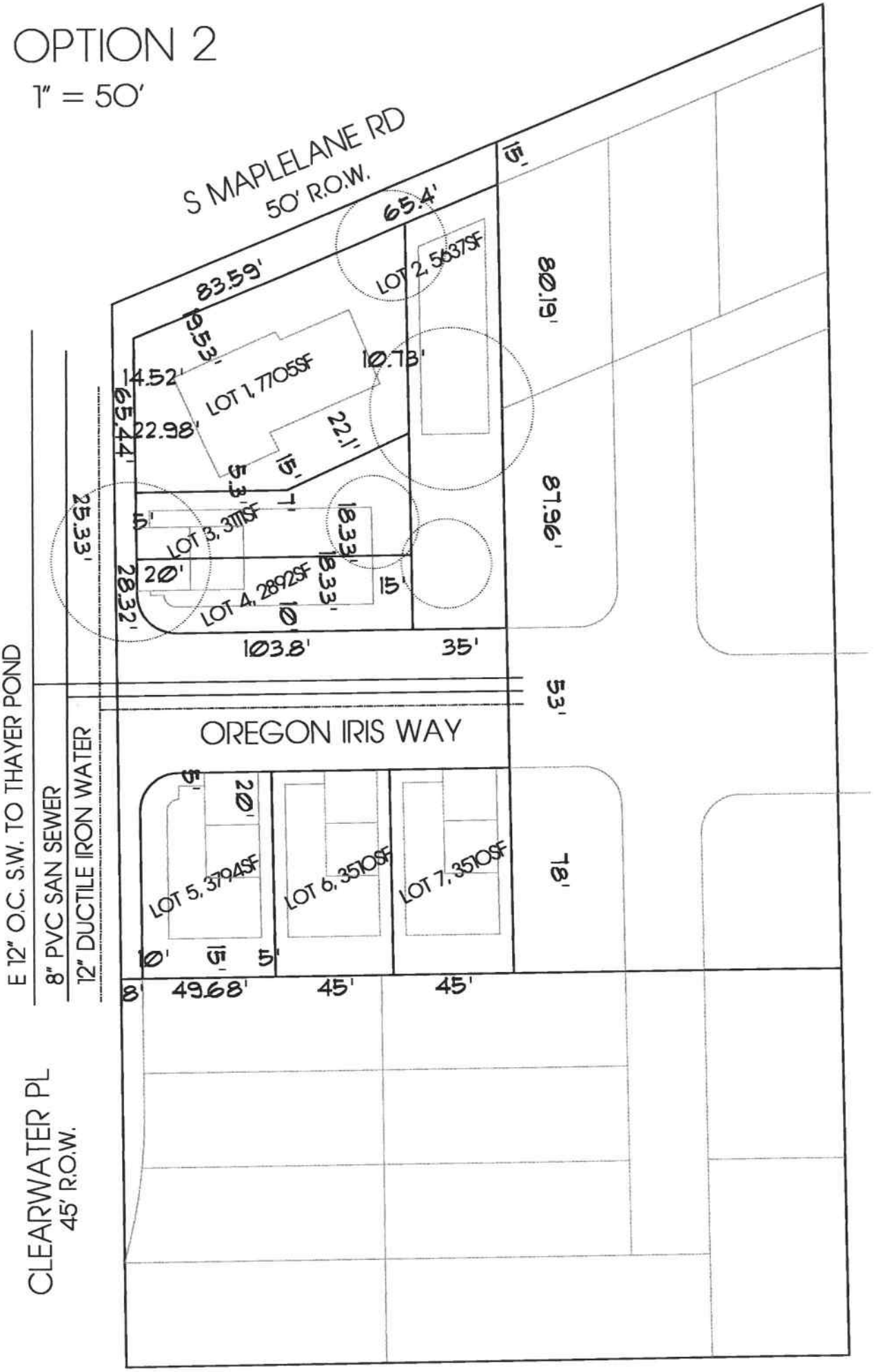
OPTION 1

1" = 50'


S MAPLELANE RD
50' R.O.W.
OREGON IRIS WAY
CLEARWATER PL
45' R.O.W.
E 12" O.C. S.W. TO THAYER POND
8" PVC SAN SEWER
12" DUCTILE IRON WATER
LOT 1, 7415SF
(E HOUSE)
LOT 2, 5424SF
LOT 3, 3704SF
(E SHOP)
LOT 4, 3490SF
LOT 5, 3661SF
LOT 6, 3375SF
LOT 7, 3375SF
83.59'
65.4'
87.29'
83.87'
53'
75'
14.52'
22.98'
65.14'
11.96'
15.53'
67'
20'
15'
5'
0'
75'
43.8'
20'
49.68'
45'
45'
8'

OPTION 2

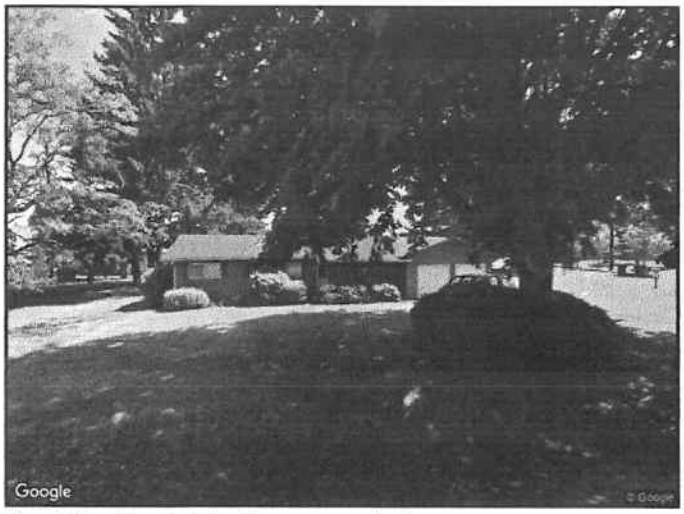
1" = 50'


S MAPLELANE RD
50' R.O.W.
83.59'
65.4'
15'
80.19'
LOT 2, 5637SF
9.53'
14.52'
LOT 1, 7705SF
10.73'
65.44'
22.98'
22.1'
15'
5.3'
1'
87.96'
25.33'
5'
LOT 3, 3111SF
18.33'
20'
28.32'
LOT 4, 2892SF
18.33'
15'
10'
103.8'
35'
53'
OREGON IRIS WAY
E 12" O.C. S.W. TO THAYER POND
8" PVC SAN SEWER
12" DUCTILE IRON WATER
5'
20'
LOT 5, 3794SF
LOT 6, 3510SF
LOT 7, 3510SF
78'
10'
15'
5'
8'
49.68'
45'
45'
CLEARWATER PL
45' R.O.W.

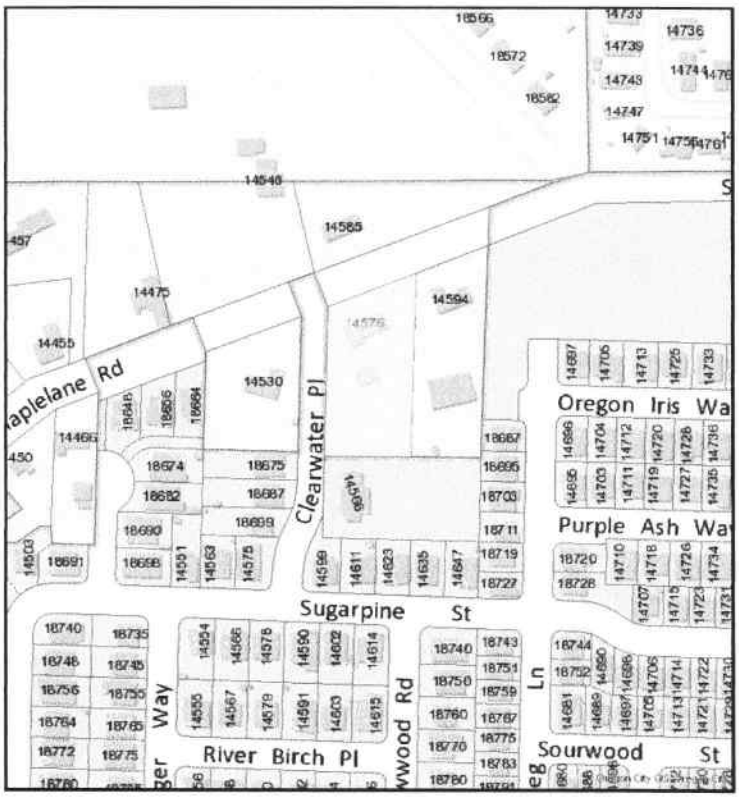
OPTION 3

1" = 50'


S MAPLELANE RD
50' R.O.W.
105.82'
43.17'
15'
LOT 2, 4239SF
35'
14.52'
LOT 1, 7670SF
5.73'
114.2'
58.18'
98.52'
40'
15'
59.26'
LOT 3, 3496SF
59.26'
LOT 4, 3496SF
20'
73.32'
59'
43'
75.86'
38'
LOT 6, 2863SF
LOT 5, 3709SF
88.96'
50.93'
LOT 7, 3146SF
37'
OREGON IRIS WAY
E 12" O.C. S.W. TO THAYER POND
8" PVC SAN SEWER
12" DUCTILE IRON WATER
CLEARWATER PL
45' R.O.W.



Google Streetview photo locations are approximate



Taxlot Information

Parcel Number (APN)	3-2E-04DB-00200
Primary Situs Address	14576 S MAPLELANE RD OREGON CITY, OR 97045
County	CLACKAMAS
Section	T3S R2E S04
Latitude	45.336047
Longitude	-122.567028
R Number (Alt ID)	00842752
Approx. Size (acres)	1.00082587
USGS Quad Name	Oregon City
Within Oregon City Limits?	N
Urban Growth Boundary (UGB)	Inside

Political Boundaries

Jurisdiction	Unincorporated
Voting Precinct	512.00000000
US Congressional District	5
Oregon House District	40
Oregon Senate District	20
Metro Council District	2
Metro Councilor	Christine Lewis
Metro Councilor Email	christine.lewis@oregonmetro.gov

Assessment & Value Information

Taxmap	3S2E04DB
Land Value (Mkt)	$217,250
Building Value (Mkt)	$172,130
Exempt Amount	$0
Net Value (Mkt)	
Assessed Value	$222,767
Year Built (if known)	1965
Sale Date	201704
Sale Price	$420,000
Document Date	2017-04-12 00:00
Document Number	2017-025223
State General Prop. Code	101
County Tax Code	062084

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed.

City of Oregon City
PO Box 3040
625 Center St
Oregon City, OR 97045
(503) 657-0891
www.orcity.org

Land Use and Planning

Zoning	County
Comprehensive Plan	MR
Subdivision	WESTOVER ACRES
Subdivision Plat Number	396
PUD (if known)	0
Partition Plat Number	0
Neighborhood Association	NONE
Urban Renewal District	NONE
Historic District	NONE
Historic Designated Struct.?	NONE
Concept Plan Area	NONE
Urban/Rural Reserve	
Reserve Name	

In Sewer Moratorium Area?	N
In Thayer Rd Pond Fee Area?	Y
In Beavercreek Rd Access Area?	N
In Willamette River Greenway?	N
In Geologic Hazard?	N
In High Water Table Area?	N
In Nat. Res. Overlay District (NROD)?	N
In 1996/FEMA 2008 100-yr Floodplain?	N
In FEMA Floodway?	N
In Barlow Trail Area?	N
Watershed	Abernethy Creek-Willamette River
Sub-Watershed	Abernethy Creek
Basin	Willamette
Sub-Basin	Middle Willamette

Service Districts

Elementary School	REDLAND ELEMENTARY
Middle School	OGDEN MIDDLE
High School	OREGON CITY HIGH
School District	OREGON CITY
Oregon Dept. of Ed. Dist. ID	1928
Natl. Cntr for Ed. Stats Dist. ID	4109330
Water District	Clackamas River Water District
Park District	
Sewer District	
Fire District	Clackamas Fire District #1
Fire Management Zone	6699
Transit District	Tri-County Metropolitan
Garbage Hauler	Oregon City Garbage Co.
Garbage Hauler Phone	(503) 656-8403

Census Information

Census Tract	223.02000000
Census Block Group	3
Census Block Grp. Pop. (2010)	1453

Overlay Information

Category	Description	Acres	Percent Coverage
Parcel Statistics for: 3-2E-04DB-00200	Overall Acres	1.00	100.0%
FEMA 100 Yr Floodplain	In Floodplain (100 yr)	0.00	0.0%
Buildings	Built up % (approx)	0.08	8.3%
Geologic Hazards	In Geologic Hazard	0.00	0.0%
Steep Slopes	Slopes >= 25%	0.00	0.0%

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed.

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NROD	In NROD	0.00	0.0%
Willamette Greenway	In Willamette Greenway	0.00	0.0%
Vacant Lands (All)	In Vacant Lands	0.00	0.0%
Vacant Lands (Constrained)	In Vacant Lands (Constrained)	0.00	0.0%
Vacant Lands (Unconstrained)	In Vacant Lands (Unconstrained	0.00	0.0%

SITUS Addresses

Address	Latitude	Longitude
14576 S MAPLELANE RD	45.33628071	-122.56708370

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed.

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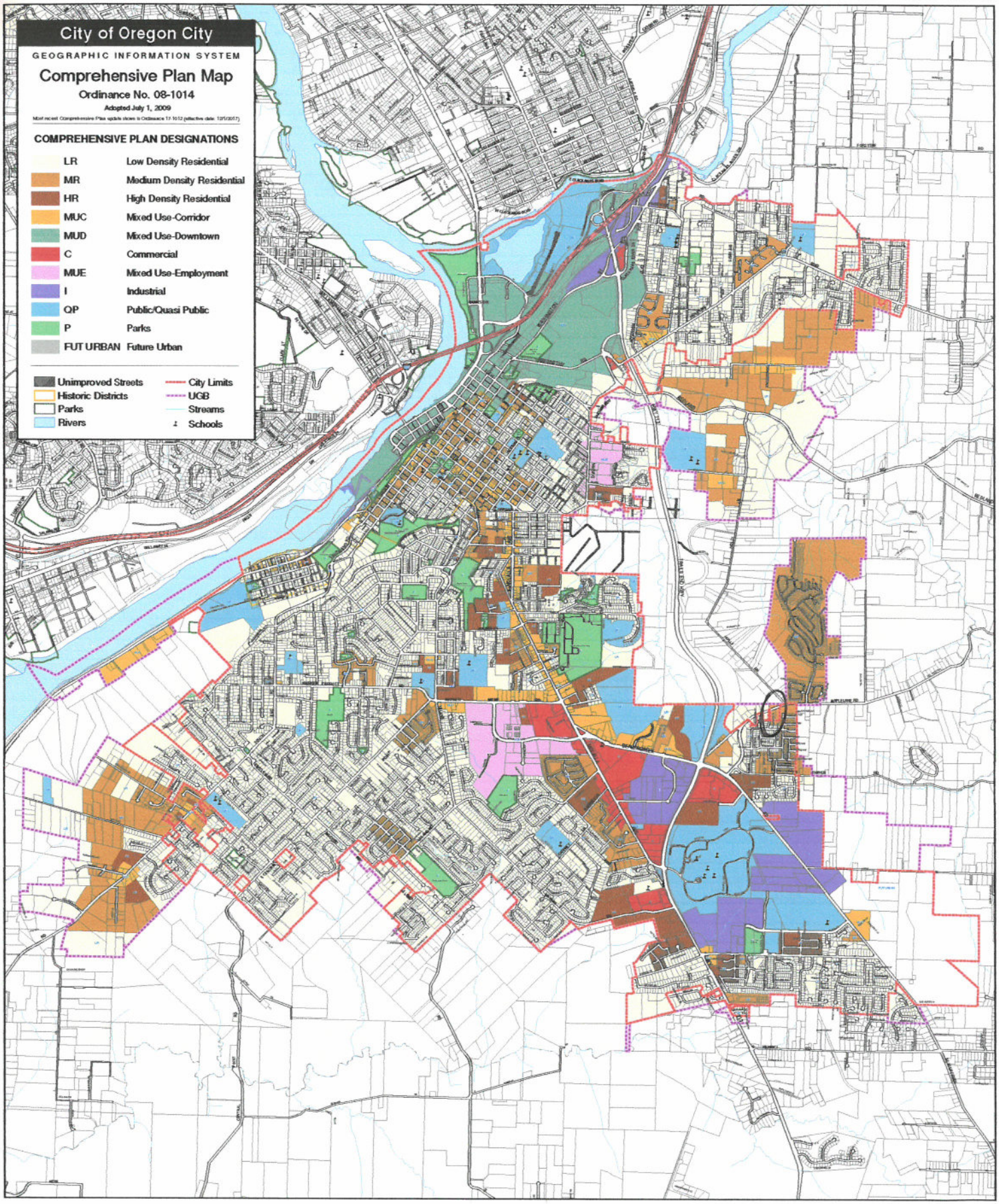


The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

Please recycle with colored office grade paper.

N W E S

0.5 0.25 0 0.5 1 1.5 Miles

2,000 1,000 0 2,000 4,000 6,000 8,000 Feet

City of Oregon City
P.O. Box 3040
625 Center Street
Oregon City, OR 97045
503-657-0891 phone
503-657-7892 fax
www.orcity.org

OREGON CITY

Plot date: January 9, 2019
Plot name: Comprehensive - 36x48P - 20190109.pdf
Map name: Comprehensive Map - 36x48P.mxd

OREGON CITY

Community Development Department

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

PRE-APPLICATION MEETING NOTES
Date of Meeting: April 30, 2019

File Number:	**PA-19-18** – Annexation
Applicant:	Nate and Desiree Rowland
Address:	14576 S Maplelane Rd, Oregon City, OR 97045
Tax Assessor Map:	Clackamas County Map 3-2E-04DB-00200
Total Acres:	1 acre
Current County Zone:	FU-10
City Comprehensive	MR – Medium Density Residential
Project Name:	Annexation and Re-Zoning to R-3.5 Dwelling District w/ Subdivision (7 Lots)
Staff:	Pete Walter, AICP, Planner Email: pwalter@orcity.org Ph: (503) 496-1568 Sang Pau, PE, Development Project Engineer, Email: spau@orcity.org Ph: (503) 974-5503

Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

General Comment Regarding Annexation Review

Annexations are discretionary approvals of the City Commission, which are subject to the criteria in **Chapter 14 – Annexation.** Annexations and must be reviewed and recommended for approval by the Planning Commission to the City Commission. Following City Commission approval, some annexations may be subject to approval of the voters of the City of Oregon City. **Note**: Passage of a new state law in 2016 (SB 1573) has removed the voter approval requirement for annexations that are within the UGB, have a comprehensive plan designation, are contiguous to city limits, and otherwise comply with the city's comprehensive plan.

Tri-City Service District (Water Environment Services of Clackamas County)

You are required to submit a separate petition for annexation to the Tri-City Service District (TCSD) in order to connect to the sewer plant. The City's annexation decision will include a recommendation that this petition be approved prior to any development of the property. For more information contact Erik Carr, Clackamas County - Water Environment Services at (p): 503-742-4571 or by email at ECarr@co.clackamas.or.us . The necessary forms may be downloaded at https://www.clackamas.us/wes/annexation.html .

Application:
The applicant is wholly responsible for providing a complete application. Staff will provide checklists, examples and templates to assist you with the application process. *If you are unfamiliar with the process, staff recommends that you have your application for annexation prepared by a qualified professional who is familiar with the annexation process in Oregon, such as a land use planner, land use attorney, or engineer*.

City Code Chapter 14

- OCMC 14.04.050.(E).(1-9). <u>The required narrative statement in response to items 7(a) through (g) must be included</u>:
  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;*
  b. *Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;*
  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;*
  d. *Statement outlining method and source of financing required to provide additional facilities, if any;*
  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;*
  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;*
  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;*

- OCMC 14.04.060 – Annexation Factors. Narrative shall address each of the required Annexation Factors (1) through (7). *When reviewing a proposed annexation, the commission shall consider the following factors, as relevant:*

  1. Adequacy of access to the site;
  Comment: Address how current and future access to the site is adequate.

  2. Conformity of the proposal with the city's comprehensive plan;
  Comment: The applicant's narrative should the applicable goals and policies. Staff will include the applicable goals and policies with the Code Response Template.

  3. Adequacy and availability of public facilities and services to service potential development;
  Comment: The applicant's narrative should the current Oregon City public facilities plans for Water, Sewer, Stormwater and Transportation and the respective demand placed on these services by the potential development of the site.

  4. Compliance with applicable sections of ORS Ch. 222, and Metro Code Section 3.09;

Comment: The applicant's narrative should these criteria.

5. Natural hazards identified by the city, such as wetlands, floodplains and steep slopes;
Comment: The applicant's narrative should address any natural hazards present on site.

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;
Comment: The applicant's narrative should address any specially designated open space, scenic, historic or natural resource areas on the site. Staff is not aware of any, however we recommend contacting the County Historic Preservation staff for any cultural or historic records for the site.

7. Lack of any significant adverse effects on the economic, social and physical environment of the community by the overall impact of the annexation.
Comment: The applicant's narrative should address any significant adverse effects on the economic, social and physical environment of the community by the overall impact of the annexation.

Metro Code 3.09.045.A-D (Boundary Change Criteria)

- Whether the proposed boundary change will promote the timely, orderly and economic provision of public facilities and services.
- Whether the proposed boundary change will affect the quality and quantity of urban services
- Whether the proposed boundary change would eliminate or avoid unnecessary duplication of facilities or services.

Oregon City Comprehensive Plan – Applicable Goals and Policies

Section 1: *Citizen Involvement*, Goals 1.1-1.4, Policies 1.1.1, 1.2.1,1.4.1
Section 2: *Land Use*, Goals 2.1, 2.4, 2.5, 2.7, Policies 2.1.2, 2.4.1-5, 2.5.1, 2.5.2, 2.5.4, 2.7.1-3
Section 5: *Open Space, Scenic and Historic Areas and Natural Resources*, Goals 5.1, 5.2, Policies 5.1.1, 5.1.2, 5.2.1, Goal 5.3, Policies 5.3.2, Goal 5.4, Policies 5.4.2, 5.4.4-11, 5.4.16
Section 6: *Quality of Air, Water and Resources*, Goal 6.1, Policy 6.1.1, 6.1.4, Goal 6.2, Policies 6.2.1, 6.2.2
Section 7: *Natural Hazards*, Goal 7.1, Policies 7.1.1, 7.1.8, 7.1.11
Section 8: *Parks and Recreation*, Goal 8.1, Policies 8.1.1, 8.1.5, 8.1.6, 8.1.9, 8.1.11, 8.1.12, 8.1.14
Section 9: *Economic Development*, Goals 9.1, 9.4, 9.5, 9.7, Policies 9.5.1, 9.7.1
Section 10: *Housing*, Goals 10.1, 10.2, Policies 10.1.1-7, 10.2.2, 10.2.5
Section 11: *Public Facilities*, Goals 11.1-4, 11.6, 11.8, 11.9, 11.10, Policies 11.1.1-7, 11.2.2, 11.2.5, 11.3.1, 11.4.1,
11.6.1, 11.8.3, 11.9.1, 11.10.1, 11.10.2
Section 12: *Transportation*, Goals 12.1, 12.3, 12.5-8, Policies 12.1.1–4, 12.3.1-4, 12.3.8, 12.3.9, 12.5.1-3, 12.6.1-
6.4, 12.7.1, 12.7.4, 12.8.1, 12.8.3
Section 13: *Energy Conservation*, Goals 13.1, 13.2, Policies 13.2.1-13.2.3, 13.2.5
Section 14, *Urbanization*: Goals 14.1, 14.3-5, Policies 14.1.1, 14.1.2, 14.3.1-4, 14.4.1-4, 14.5.2

Concept Plan Goals and Policies

- This area is not within a Concept Plan area boundary regulated under Metro Title 11.

Zone Change

A Zone Change request to R-3.5 Dwelling District may be submitted concurrently with the annexation request or submitted separately and is a discretionary zone change processed pursuant to the criteria in OCMC 17.68.

- The annexation area is part of the original 1979 Urban Growth Boundary (UGB)
- Comprehensive Plan Designation is Medium Density Residential – MR.

- Pursuant to OCMC 17.68.025 - Zoning changes for land annexed into the city.

Transportation Impact Analysis
The applicant will need to have a traffic engineer conduct a transportation study in conformance with the City's Guidelines for Transportation Impact Analyses available on the Oregon City website.

Based on the information provided by the applicant, it appears the transportation analysis associated with this development proposal can be satisfied by submittal of a Transportation Analysis Letter (TAL). This option is available when specific criteria are met. These include a determination that the development generates 24 or fewer AM and PM peak hour trips and fewer than 250 daily trips. Details for a TAL can be found in Section 3.1 of the Guidelines. It is the applicant's responsibility to verify the trip generation characteristics of the proposed development.

The applicant's traffic engineer is welcome to contact the city's traffic engineering consultant, John Replinger, at Replinger-Associates@comcast.net or at 503-719-3383.

- Pursuant to OCMC 12.04.205 - Mobility standards. (D)(2). *Development which does not comply with the mobility standards for the intersections identified in [Section] 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.*

Annexation Election
It appears that this annexation may be exempt from the voter approval requirements of OCMC 14.04, pursuant to SB 1573.

Subdivision Comments
Note: with proposed code amendments for equitable housing, duplexes will be permitted in all medium density zones. Proposed dimensional standards are shown in the following table. Applicant should review these code amendments to assure that the proposal can comply with the proposed standards. For more information go to https://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments

Proposed dimensional standards – See link above under proposed Chapter 17.10 amendments.

Standard	**R-5**	**R-3.5**
Minimum lot size[1] Single-family detached Duplex Single-family attached 3-4 plex	 5,000 sq. ft. 6,000 sq. ft. 3,500 sq. ft. 2,500 sq. ft. per unit	 3,500 sq. ft. 4,000 sq. ft. 2,500 sq. ft. 2,000 sq. ft. per unit
Maximum height	35 ft.	35 ft.
Maximum building lot coverage Single-family detached and all duplexes	 50%	 55%

With ADU Single-family attached and 3-4 plex	60% 70%	65% 80%
Minimum lot width All, except Single-family attached	 35 ft., except 25 ft.	 25 ft., except 20 ft.
Minimum lot depth	70 ft.	70 ft.
Minimum front yard setback	10 ft., except 5 ft. - Porch.	5 ft., except 0 ft. - Porch
Minimum interior side yard setback All, except Single-family attached	5 ft., except 0 ft. (attached) /5 ft. (side)	5 ft., except 0 ft. (attached) /5 ft. (side)
Minimum corner side yard setback	7 ft.	7 ft.
Minimum rear yard setback	20 ft., except 15 ft. - porch 10 ft. - ADU	20 ft., except 15 ft. - porch 5 ft. - ADU
Garage setbacks	20 ft. from ROW, except 5 ft. from alley	20 ft. from ROW, except 5 ft. from alley

Staff Comments on Subdivision Layout Options

General comments:

Lots should be rectangular as possible. Connectivity analysis should consider the following points:

- Please show broader area for connectivity and show how proposed streets align with nearby intersections
- The maximum block spacing between streets is five hundred thirty feet and the minimum block spacing between streets is one hundred fifty feet as measured between the right-of-way centerlines.
- Maximum offsets for intersections is 5 feet.
- Shadow plats indicating permanent dead-end streets should comply with turn-around requirements per OCMC 12.04.225

Option 1

All lots are indicated as Single Family Detached. This layout minimizes the use of flag lots, which are not permitted for subdivisions unless topographic constraints preclude lot frontage on a public street. Also, this layout lines up with Oregon Iris Way. Street intersection spacing from S Maplelane Rd appears adequate. Note that lot 2 is required to orient the front yard setback and principal façade toward Maplelane Rd.

Lot 2 has frontage on but may not access Maplelane Rd. Lots 2 and 4 may share access easement separate from property lines.

How does access to neighboring property labeled 87.29 (on Maplelane) occur?

Option 2

With this layout, lots 3 and 4 share a 0' setback for a duplex. Otherwise, comments are similar to Option 1.

Option 3

All lots are indicated as Single Family Detached. Flag lot access proposed for Lots 2, 4, and 6. This layout results in more consistent lots sizes, however, flag lots are not permitted for subdivisions unless topographic or other constraints preclude meeting dimensional standards or minimum density requirements. Flag lots may be problematic for public utilities (See Development Services notes). Transportation engineer shall consider curve in road for safety. Layout proposes a half-street plus 10' for Oregon Iris Way, a little further from the intersection of Clearwater / Maplelane.

Tree Protection/Mitigation and Street Trees

Tree removal during the land development process is subject to compliance with tree protection and mitigation standards in OCMC 17.41. The code provides several options for mitigation of removed trees.

- The applicant's submittal should identify species and size of all trees onsite greater than 6" DBH, whether the trees fall within a construction area or not, and whether the trees will be removed or preserved.
- Tree protection, removal and mitigation standards can be found in OCMC Section 17.41.130
- A mitigation plan prepared by a qualified professional (certified arborist, horticulturalist or forester or other environmental professional) is required in accordance with OCMC Chapter 17.41
- A tree covenant may be required to be recorded to protect existing and future trees.

Upcoming Code Changes:

The City is proposing Housing and Development Code Amendments which may affect your proposal. For details on proposed code amendments, please visit the following site:
https://www.orcity.org/planning/draft-housing-and-other-development-and-zoning-code-amendments

Review Fees (2019 Fee Schedule)

Annexation:	$4,685.00
Mailing Labels:	$17.00
Metro Mapping Fees (1-5 acres):	$250.00

Zone Change:	$3,019.00
Subdivision:	$4,462.00 + $371/ lot
Traffic Analysis Letter (TAL)	$506.00 + $2,207 (zone change) + $736 (Large Study Area or Location near or Along Key Corridor)

Neighborhood Association Meeting Required

Per OCMC 17.50.055 - Neighborhood association meeting. Documentation of the meeting with the applicable Neighborhood Association is required for a complete application. Staff will confirm which N.A. the annexation would be included within upon annexation. The annexation property is within the Caulfield Neighborhood Association boundary. See Web page http://www.orcity.org/community/neighborhood-associations for contact and meeting information.

Miscellaneous Comments

Staff will provide you a Code Response template similar to a Staff Report and electronic versions of the applicable plans, policies and approval criteria above to assist in the preparation of your application.

These pre-application conference notes were prepared in accordance with OCMC 17.50.050 - Preapplication conference.

A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

OREGON CITY

Public Works – Development Services

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7829

DEVELOPMENT SERVICES
PRE-APPLICATION MEETING NOTES

Planning Project Number:	PA 19-18
Address:	14576 S MAPLELANE RD
Map Number(s):	3-2E-04DB
Tax Lot(s):	00200
Project Name:	7-Lots off Maplelane Rd
Meeting Date:	April 30, 2019
Reviewer(s):	Sang Pau

General Comments

1. A complete land use application will typically include a preliminary stormwater report and preliminary construction plans showing all public improvements, including sewer, water, grading and erosion control, and stormwater facilities. The application should also include a narrative responding to all sections of the Oregon City Municipal Code (OCMC) applicable to the proposed development. See provided checklists at https://www.orcity.org/publicworks/engineering-development-services-checklists

2. The City will issue a Staff Report in response to the contents of the application package provided by the applicant. Once a Staff Report is issued, staff strongly encourages a pre-design meeting with the project engineer to discuss plan requirements, conditions of approval, and process.

3. All applicable conditions of approval contained in the Staff Report must be addressed by providing the appropriate document (E.G. construction plans, reports, etc.) which must be reviewed and approved prior to issuance of building permits.

4. All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance.

5. The applicant will be required to sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties.

6. All applicable annexation application fees shall be due and payable upon building permit issuance. Applicant will need to complete an annexation application, found on the City's website.

7. The applicant is responsible to apply to the County to annex into the Tri-City Service District. The application can be found at http://www.clackamas.us/wes/annexation.html.

8. The contractor for the applicant will be required to attend a pre-construction meeting prior to any work beginning onsite.

9. All public improvements along existing city ROW must be bonded with a 120% performance bond prior to the beginning of construction. Public improvements are defined as public utility extensions and roadway improvements within existing right-of-way or public easements. This bond is released at the end of the construction period assuming everything is constructed as agreed upon.

10. All newly constructed public improvements shall be maintained for a two year period following their acceptance of construction with a 15% maintenance bond. Newly constructed public improvements consist of those improvements within existing right of way and those that were constructed on private land to be deeded for City ownership following approval of a plat. This bond is released at the end of the maintenance period (typically 2 years).

11. An erosion control application and review must be completed prior to issuance of construction permit : https://www.orcity.org/publicworks/erosion-control-0

Streets

1. Maplelane Road is a Clackamas County road and is identified as a Minor Arterial road. Public improvements along Maplelane Road and any requirement for right-of-way (ROW) dedication shall be dictated by Clackamas County. Based on nearby development, the requirement for Maplelane Road may be a follows:

Street Section on the development's side of centerline

R.O.W. width (from centerline)	Road Width	Buffer from Sidewalk to ROW	Sidewalk	Landscape Strip & Curb	Bike Lane	Street parking	Travel Lanes	Center Lane
45'	32'	0.5'	7'	0.5' curb and 5' landscape strip	6'	8'	(1) 12'	6'

The applicant may be required to provide 15 feet of ROW dedication along Maplelane Road.

The proposal does not provide the required street improvements but has provided ROW dedication.

2. Clearwater Place is classified as a "Residential Local" road. The following tables show the existing road section and the maximum section for this type of road per city code.

Existing Street Section on the development's side of centerline

Road Classification	Zoning	R.O.W. width	Road Width	Public Access	Sidewalk	Landscape Strip & Curb	Bike Lane	Street parking	Travel Lanes
Local	Residential	18.5'	8' (varies at intersection to Maplelane Road)	None	None	None	None	Shared with travel	NA

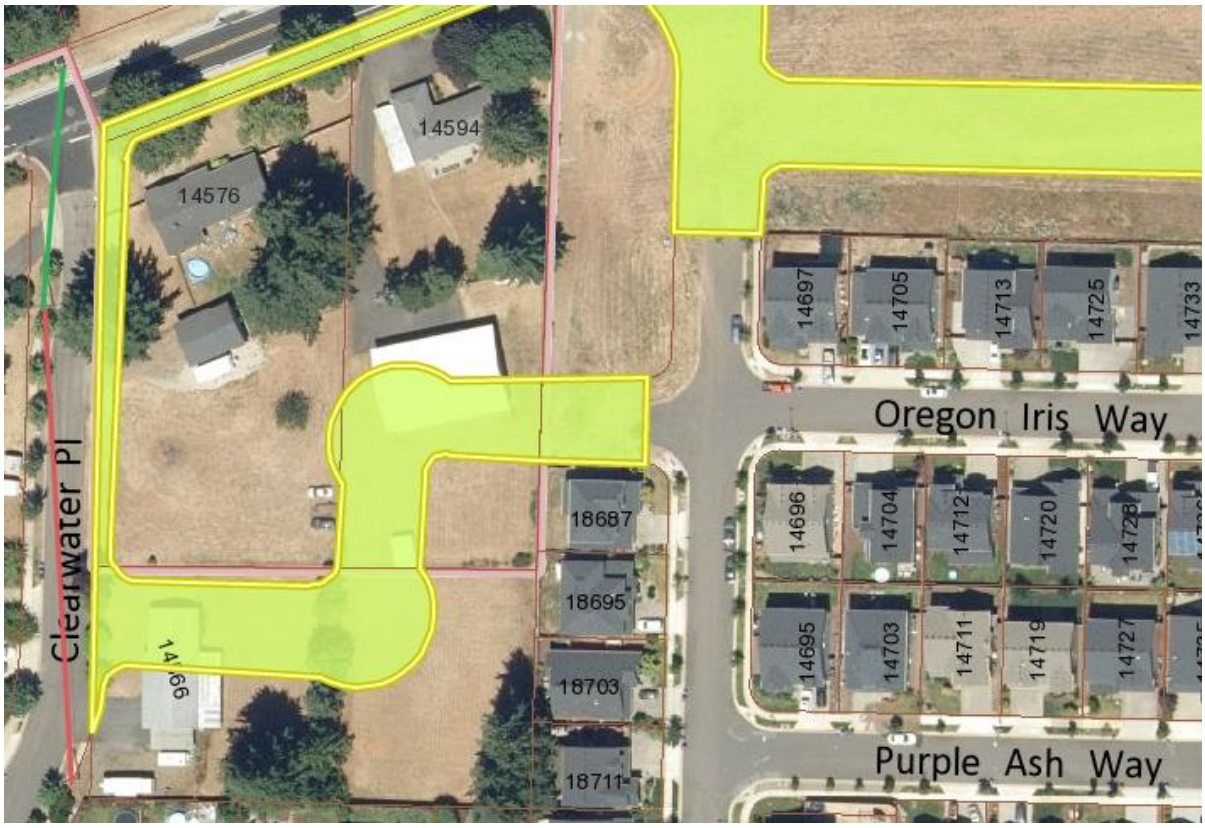
Maximum Street Section on the development's side of centerline

Road Classification	Zoning	R.O.W. width	Road Width	Public Access	Sidewalk	Landscape Strip & Curb	Bike Lane	Street parking	Travel Lanes
Local	Residential	27'	16'	None	None	None	None	Shared with travel	NA

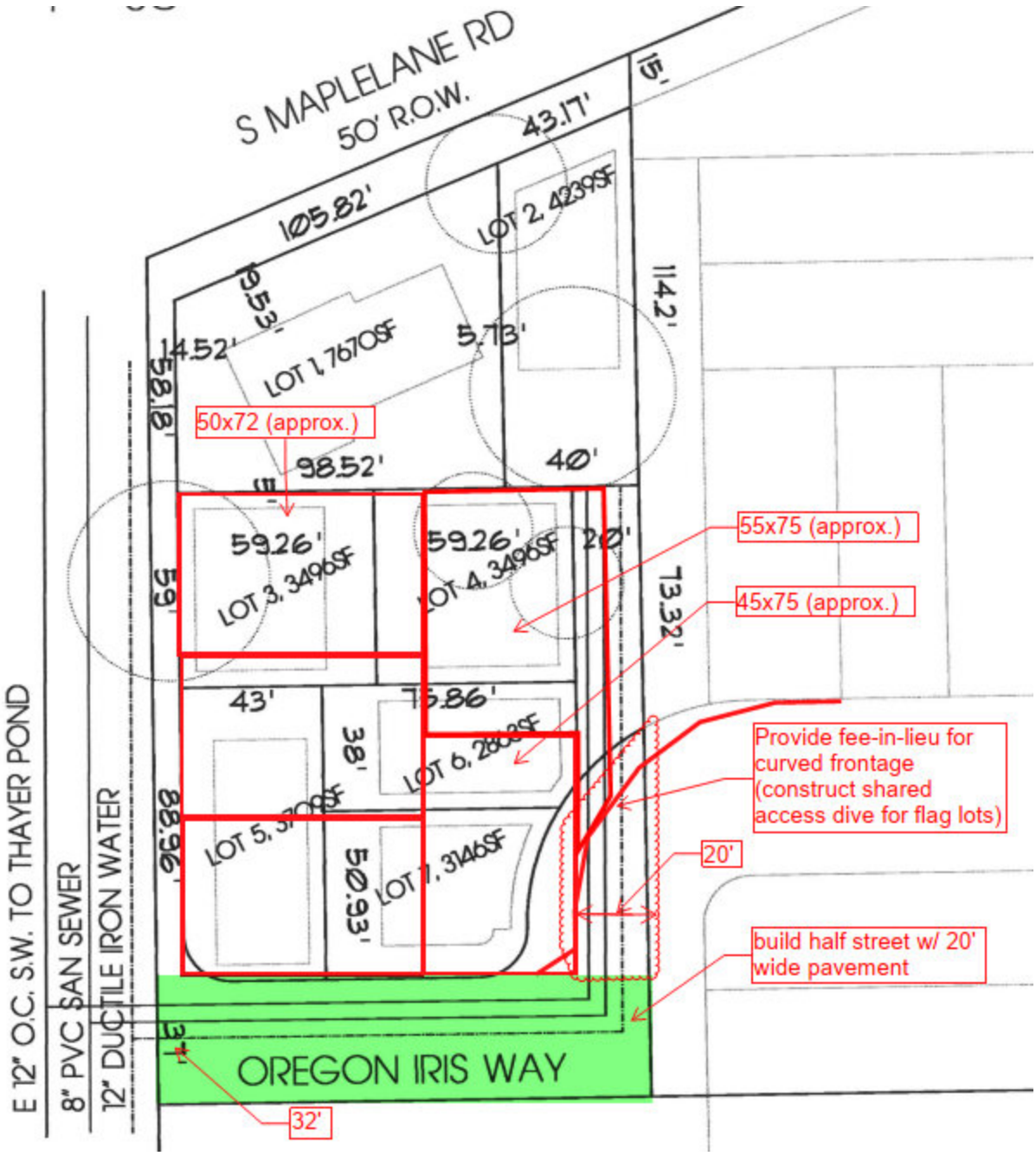
The applicant will be required to provide 8.5 feet of ROW dedication for the majority of Clearwater Place but the ROW dedication requirement at the intersection of Maplelane Road may be up to 19 feet to accommodate the curve of the road.

The proposal does not show the required street improvements.

3. The new road proposed by the development (for the extension of Oregon Iris way) shall be a "Residential Local" road. The alignment of this new road shall alignment shall resemble the shadow plat which was file with the city by a previous development (see image below).



The applicant provided several options for the layout of the subdivision. Of the three options, the option most accommodating for future development appears to be Option 3. The applicant shall provide a shadow plat which shows how future development may occur with equitable distribution of public improvements for neighboring developable properties (see example on following page).



Due to the alignment of Oregon Iris Way, it is unlikely that the frontage improvements along the curve will be constructible without blocking access to lots fronting the curved ROW. Therefore, the development may construct only the straight portion of Oregon Iris Way and provide a fee-in-lieu for portions of Oregon Iris Way which are not constructible.

The following table shows the dimensions for a "Residential Local" street section.

Road Classification	Zoning	R.O.W. width	Road Width	Public Access	Sidewalk	Landscape Strip & Curb	Bike Lane	Street parking	Travel Lanes
Local	Residential	54'	32'	0.5'	5'	0.5' curb and 5' landscape strip	None	Shared with travel	(2) 16'

Road way pavement width may be wider than 32' at curves to accommodate the placement "eyebrow" corners per city detail 518 (See link below).
https://ormswd.synergydcs.com/HPRMWebDrawer/Record/6073047#

4. Although half of a standard local street section shows pavement width of 16', the development will be required to provide an additional 4' width of road pavement to ensure there is a minimum of 20' pavement width for two-way travel by automobiles along Oregon Iris Way.

   The proposal does not show the required street improvements.

5. New driveway access will be prohibited from Maplelane Road unless approved by Clackamas County. The existing driveway location for the existing house at 14576 Maplelane Road may remain since an alternative driveway location would not align with the existing garage.

6. The development will be required to provide a 10-foot-wide Public Utility Easement (PUE) along all property lines frontages. The proposed development does not appear to conflict with this standard.

7. Street lighting along the frontage of the development appears to be inadequate along Maplelane Road. However, this is road is a Clackamas County Road and will be required to meet Clackamas County standards. It is likely that street lighting will be required at the east end of the extension of the Oregon Iris Way (the new road proposed for this development). Illumination plans which meet specifications found in the Illuminating Engineering Society of North America (IESNA) ANSI RP-8-14 Roadway Lighting book will be required. The materials for this design must be from the latest PGE approved material list. If the applicant feels that there is adequate street lighting, the applicant shall submit a photometric plan showing how existing conditions meet IESNA ANSI RP-8-14 standards. For energizing of street lights and to obtain the latest PGE approved material list, contact the following PGE Outdoor Lighting Services Department Design Project Managers.

   Lisa Guarnero (Primary)
   (503) 742-8299
   Lisa.guarnero@pgn.com

   Jeff Steigleder (Back-Up)
   (503) 672-5462
   Jeffery.Steigleder@pgn.com

8. Overhead utilities are required to be relocated underground unless deemed infeasible by utility providers (coordination with overhead utility provider(s) is required). There is a proposed subdivision (City Planning File: AN-18-02) at 14530 Maplelane Road which is required to underground overhead utilities from the intersection at Maplelane Road and Clearwater Place up to the utility pole locate on the Clearwater Place. It may be beneficial to coordinate undergrounding of utilities with this development (AN-18-02). The image below shows overhead utilities required to be underground by (AN-18-02). (green) and the overhead utilities required to be underground by the applicant (red)

9. One street tree is required for every thirty-five feet of property frontage.

10. Reduction to the standard improvements, ROW dedication and other deviations from the City's street design standards may be requested through the modification process outlined in section 12.04.007 of the Oregon City Municipal Code. Proposed modifications may require additional evidence and analysis for review.

Stormwater

1. The following are General Thresholds from the Stormwater and Grading Design Standard (Section 1.2.1), which can be found online at: https://www.orcity.org/sites/default/files/fileattachments/public_works/page/4224/final_manual_0.pdf

   A. Development activities that result in 5,000 square feet of new or replaced impervious surface, cumulative over a 5-year period.

   B. Development activities that will result in the **creation of more than 500 square feet of new impervious surface within a Natural Resource Overlay District (NROD)** (as defined by Oregon City Municipal Code [OCMC] 17.49), cumulative over a 5-year period.

   C. Development activities that will **disturb 1,000 square feet of existing impervious surface within a Natural Resource Overlay District (NROD)** (as defined by Oregon City Municipal Code [OCMC] 17.49), cumulative over a 5-year period.

2. The project, as described in the Pre-Application submittal, appears to trigger part A of the above General Thresholds. However, the development resides within an area served by an existing sub-regional stormwater detention facility located near the intersection of Maplelane Road and Thayer Road which is meant to provide water quality and stormwater detention for this region. Therefore, not all the City's Stormwater and Grading Design Standards are applicable. Instead of constructing new stormwater facilities, future home permits on each lot of the subdivision shall pay a pro-rata cost for using the stormwater detention/water quality pond at Maplelane/Thayer Roads per Ordinance 09-1003 in the amount of $2,645.55 per each home permit. The applicant shall provide conveyance calculations to ensure that the existing stormwater infrastructure can support additional drainage from full build-out of the proposed subdivision.

3. There is an existing 12-inch stormwater main and two catch basins within Clearwater Place. The structures direct flows south through a 12-inch pipe to the "Newell" basin.

4. The development will be required to extend a 12" stormwater main through the new road proposed (Oregon Iris Way). This stormwater main extension into Oregon Iris Way was shown with the application.

Water

1. There is an existing City owned 12-inch ductile iron water main within Maplelane Road near the western edge of the property's frontage.

2. There is an existing City owned 12-inch ductile iron water main within Clearwater Place.

3. There is an existing Clackamas River Water District (CRW) owned 16-inch water main within Maplelane Road.

4. There is an existing CRW owned 12-inch ductile iron water main within Maplelane Road.

5. If the existing home is served by CRW it will need to switch to a City owned water main. The property will be automatically withdrawn from the CRW district upon approval of the annexation.

6. The development will be required to extend an 8" water main through the end of the new road proposed (Oregon Iris Way) for the development. This water main extension into Oregon Iris Way was shown with the application.

7. The development will be required to provide each new lot with a new water service line and meter per City standards.

8. New fire hydrants shall be located per the requirements and direction of Clackamas Fire District No. 1. It is likely that one will be required at the end of the new proposed road (Oregon Iris Way).

Sanitary Sewer

1. There is no sanitary sewer main within Maplelane Road along the frontage of the property. The development may be required to extend the sewer main within Maplelane Road for a portion of the development property's frontage as it will serve future development along Maplelane Road. The length of main extension would account for a proportional share relative all development that may occur along the frontage of Maplelane Road.

2. There is also an 8" sanitary sewer main within Clearwater Place which runs across the frontage of the subject property.

3. The development will be required to extend an 8" sanitary sewer main through the new road proposed (Oregon Iris Way). This sewer main extension into Oregon Iris Way was shown with the application.

4. Building permits are required for new homes connecting to a City sewer main. The construction of new homes will incur System Development Charges (SDC) upon building permit issuance.

5. There is an existing sewer lateral which may be utilized by the existing house. For connection to sanitary sewer, annexation into the Tri-City Service District will be required prior to connection to the City's sanitary sewer system. The application can be found at http://www.clackamas.us/wes/annexation.html.

Other

1. Plat for the subdivision will not be signed off by the City until all public improvements are complete which includes the punch-list and any required documents unless early platting is approved by the City Engineer. Early platting will require additional items.

2. All public improvements will need inspected by the applicant's civil engineer at the cost of the applicant. The City will provide inspection oversight at a cost as well.

Supplemental Information:

I. Documentation required before any construction plan review can begin by Public Works (which is after a land use decision has been made):

   A. Complete Engineering Plans (Public Improvements, all stormwater facilities, site grading and erosion control)
   B. Preliminary Cost Estimate for construction of Public Improvements, all stormwater facilities, site grading and erosion control.
   C. Plan Review Fee
   D. Complete Storm Water Report and Site Assessment and Planning Checklist

II. Documentation required before any construction plan can be deemed approved by Public Works (to be able to start construction or obtain a building permit):

   a. Inspection Fee
   b. Final Cost Estimate of Public Improvements
   c. Approved Engineering Plan stamped and signed by an Oregon Professional Engineer
   d. Approved Storm Water Report stamped and signed by an Oregon Professional Engineer
   e. County Permit
   f. 120% Performance Bond
   g. Developer/Engineer Agreement
   h. Non-Remonstrance Agreement
   i. Land Division Compliance Agreement *(for improvements to be provided by home builder such as trees, sidewalks, etc.)*
   j. R.O.W. Dedication / Deed of Dedication
   k. PGE approved street light plan

First American **Owner's Policy**	**Owner's Policy of Title Insurance** ISSUED BY **First American Title Insurance Company** POLICY NUMBER **5031941-3211761**

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at the address shown in Section 18 of the Conditions.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, **FIRST AMERICAN TITLE INSURANCE COMPANY**, a Nebraska corporation (the "Company") insures, as of Date of Policy and, to the extent stated in Covered Risks 9 and 10, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
   (a) A defect in the Title caused by
      (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
      (ii) failure of any person or Entity to have authorized a transfer or conveyance;
      (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
      (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
      (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
      (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
      (vii) a defective judicial or administrative proceeding.
   (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
   (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.

(Covered Risks Continued on Page 2)

In Witness Whereof, First American Title Insurance Company has caused its corporate name to be hereunto affixed by its authorized officers as of Date of Policy shown in Schedule A.

First American Title Insurance Company

Dennis J. Gilmore
President

Jeffrey S. Robinson
Secretary

(This Policy is valid only when Schedules A and B are attached)

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COVERED RISKS (Continued)

5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (a) the occupancy, use, or enjoyment of the Land;
   (b) the character, dimensions, or location of any improvement erected on the Land;
   (c) the subdivision of land; or
   (d) environmental protection
   if a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.
6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.
7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.
9. Title being vested other than as stated in Schedule A or being defective
   (a) as a result of the avoidance in whole or in part, or from a court order providing an alternative remedy, of a transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction vesting Title as shown in Schedule A because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or
   (b) because the instrument of transfer vesting Title as shown in Schedule A constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records
      (i) to be timely, or
      (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.
10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this Policy, but only to the extent provided in the Conditions.

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
      (i) the occupancy, use, or enjoyment of the Land;
      (ii) the character, dimensions, or location of any improvement erected on the Land;
      (iii) the subdivision of land; or
      (iv) environmental protection;
      or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

CONDITIONS

1. DEFINITION OF TERMS

The following terms when used in this policy mean:

(a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b), or decreased by Sections 10 and 11 of these Conditions.

(b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.

(c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.

(d) "Insured": The Insured named in Schedule A.

(i) The term "Insured" also includes

(A) successors to the Title of the Insured by operation of law as distinguished from purchase, including heirs, devisees, survivors, personal representatives, or next of kin;

(B) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;

(C) successors to an Insured by its conversion to another kind of Entity;

(D) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title

(1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,

(2) if the grantee wholly owns the named Insured,

(3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity, or

(4) if the grantee is a trustee or beneficiary of a trust created by a written instrument established by the Insured named in Schedule A for estate planning purposes.

(ii) With regard to (A), (B), (C), and (D) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured.

(e) "Insured Claimant": An Insured claiming loss or damage.

(f) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.

(g) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.

(h) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.

(i) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.

(j) "Title": The estate or interest described in Schedule A.

(k) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title to be released from the obligation to purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured hereunder of any claim of title or interest that is adverse to the Title, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

5. DEFENSE AND PROSECUTION OF ACTIONS

(a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.

(b) The Company shall have the right, in addition to the options contained in Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.

(c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal any adverse judgment or order.

6. DUTY OF INSURED CLAIMANT TO COOPERATE

(a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose. Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.

(b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

(a) To Pay or Tender Payment of the Amount of Insurance.

To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay.

Upon the exercise by the Company of this option, all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in this subsection, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

(b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.

(i) To pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or

(ii) To pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

(a) The extent of liability of the Company for loss or damage under this policy shall not exceed the lesser of

(i) the Amount of Insurance; or

(ii) the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy.

(b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title, as insured,

(i) the Amount of Insurance shall be increased by 10%, and

(ii) the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.

(c) In addition to the extent of liability under (a) and (b), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

9. LIMITATION OF LIABILITY

(a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.

(b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title, as insured.

(c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment.

11. LIABILITY NONCUMULATIVE

The Amount of Insurance shall be reduced by any amount the Company pays under any policy insuring a Mortgage to which exception is taken in Schedule B or to which the Insured has agreed, assumed, or taken subject, or which is executed by an Insured after Date of Policy and which is a charge or lien on the Title, and the amount so paid shall be deemed a payment to the Insured under this policy.

12. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within 30 days.

13. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT

(a) Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

(b) The Company's right of subrogation includes the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

14. ARBITRATION

(Intentionally Deleted)

15. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT

(a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this policy, this policy shall be construed as a whole.

(b) Any claim of loss or damage that arises out of the status of the Title or by any action asserting such claim shall be restricted to this policy.

(c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.

(d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

16. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

17. CHOICE OF LAW; FORUM

(a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

(b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

18. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at **First American Title Insurance Company, Attn: Claims National Intake Center, 1 First American Way; Santa Ana, CA 92707. Phone: 888-632-1642.**

ISSUED THROUGH THE OFFICE OF:

FIRST AMERICAN
TITLE INSURANCE
COMPANY

Corporate Office
1 First American Way
Santa Ana, CA 92707
(800) 854-3643

First American	Owner's Policy of Title Insurance ISSUED BY **First American Title Insurance Company** POLICY NUMBER **3211761**
Schedule A	

Name and Address of Title Insurance Company:
First American Title Insurance Company, 1 First American Way, Santa Ana, CA 92707.

File No.: 7072-3211761

Address Reference: 14576 S Maple Lane Rd, Oregon City, OR 97045

Amount of Insurance: $450,000.00

Premium: $938.00

Date of Policy: May 08, 2019 at 10:22 a.m.

1. Name of Insured:

   Nathan Rowland and Desiree Rowland

2. The estate or interest in the Land that is insured by this policy is:

   Fee Simple

3. Title is vested in:

   Nathan Rowland and Desiree Rowland, as tenants by the entirety

4. The Land referred to in this policy is described as follows:

   A part of Block A of vacated WESTOVER ACRES, a plat of record in Section 4, Township 3 South, Range 2 East of the Willamette Meridian in the County of Clackamas and State of Oregon, being more particularly described as follows:

   Beginning at the Northeast corner of Lot 4, Block A, vacated WESTOVER ACRES; thence South 67°11' West in the center of Maple Lane Road, 133.56 feet to the true place of beginning of the tract herein to be described; thence South 0°58' East 315.34 feet; thence South 89°02' West 147.68 feet; thence North 0°58' West 256.12 feet to the center of Maple Lane Road; thence North 67°11' East in the center of said road 159.10 feet to the true place of beginning.

   NOTE: This legal description was created prior to January 1, 2008.

File No.: 7072-3211761

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.

3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.

5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

   This exception (#5) is hereby waived without additional cost in accordance with the provisions of the Oregon Title Insurance Rating Manual provision 5.001 A 5 PROVIDED a Lender has been issued a simultaneous title insurance policy on the subject property and to the extent this exception has been eliminated or modified on said Lender's policy.

6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.

7. These premises are within the boundaries of the Clackamas River Water District and are subject to the levies and assessments thereof.

8. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

9. Deed of Trust and the terms and conditions thereof.

Loan No.:	0001119044
Grantor/Trustor:	Nathan Rowland and Desiree Rowland, as tenants by the entirety
Grantee/Beneficiary:	Mortgage Electronic Registration Systems, Inc., acting solely as nominee for HomeStreet Bank
Trustee:	First American Title Co.
Amount:	$337,500.00
Dated:	May 02, 2019
Recorded:	May 08, 2019
Recording Information:	2019-024688

First American Title Insurance Company

121 SW Morrison Street, Suite 300
Portland, OR 97204
Phn - (503)222-3651 (800)929-3651
Fax - (877)242-3513

Order No.: 7072-3211761
March 27, 2019

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:
SHEILA HOUCK, Escrow Officer/Closer
Phone: (503)659-0069 - Fax: (866)902-9870- Email:SHouck@firstam.com
First American Title Insurance Company
9200 SE Sunnybrook Blvd., Ste 400, Clackamas, OR 97015

FOR ALL QUESTIONS REGARDING THIS PRELIMINARY REPORT, PLEASE CONTACT:
Tom Bergstrom, Title Officer
Toll Free: (800)929-3651 - Direct: (503)219-8772 - Email: tbergstrom@firstam.com

Preliminary Title Report

County Tax Roll Situs Address: 14576 S Maplelane Road, Oregon City, OR 97045

2006 ALTA Owners Standard Coverage	Liability	$ 470,000.00	Premium	$	968.00	**STR**
2006 ALTA Owners Extended Coverage	Liability	$	Premium	$		
2006 ALTA Lenders Standard Coverage	Liability	$	Premium	$		
2006 ALTA Lenders Extended Coverage	Liability	$ 352,500.00	Premium	$	417.00	
Endorsement 9.10, 22 & 8.1			Premium	$	100.00	
Govt Service Charge			Cost	$		
City Lien/Service District Search			Cost	$		
Other			Cost	$		

Proposed Insured Lender: Lender To Be Determined

Proposed Borrower: Nathan Rowland and Desiree Rowland

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a Nebraska Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of March 21, 2019 at 8:00 a.m., title to the fee simple estate is vested in:

Karen James

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.

3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.

5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

A. Survey or alternative acceptable to the company
B. Affidavit regarding possession
C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
   i. Satisfactory evidence that no construction liens will be filed; or
   ii. Adequate security to protect against actual or potential construction liens;
   iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon

6. Water rights, claims to water or title to water, whether or not such rights are a matter of public record.

7. These premises are within the boundaries of the Clackamas River Water District and are subject to the levies and assessments thereof.

8. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

9. Deed of Trust and the terms and conditions thereof.

Grantor/Trustor:	Karen James
Grantee/Beneficiary:	Mortgage Electronic Registration Systems, Inc., MERS solely as a nominee for American Pacific Mortgage Corporation, its successors and assigns
Trustee:	Chicago Title Company
Amount:	$250,000.00
Recorded:	April 14, 2017
Recording Information:	Fee No. 2017 025224

- END OF EXCEPTIONS -

NOTE: We find no matters of public record against Nathan Rowland and Desiree Rowland that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: Taxes for the year 2018-2019 PAID IN FULL

Tax Amount:	$3,278.53
Map No.:	32E04DB00200
Property ID:	00842752
Tax Code No.:	062-084

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: Statutory Warranty Deed recorded April 14, 2017 as Fee No. 2017 025223, Dorothy Kay Barstad and Jerry Clifford Barstad and Robert Gary Barstad and Jeffrey Scott Barstad and Tamara J. Molash and Scott Herbert Barstad to Karen James.

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

RECORDING INFORMATION

Filing Address: **Clackamas County**
1710 Red Soil Ct, Suite 110
Oregon City, OR 97045

Recording Fees: $ **93.00 First Page**
(Comprised of:
$ 5.00 per page
$ 5.00 per document - GIS Fee
$ 10.00 per document - Public Land Corner Preservation Fund
$ 11.00 per document - OLIS Assessment & Taxation Fee
$ 62.00 per document - Oregon Housing Alliance Fee)
$ 5.00 E-Recording fee per document
$ 5.00 for each additional page
$ 5.00 for each additional document title, if applicable
$ 20.00 Non-Standard Document fee, if applicable

First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

ALTA OWNER'S POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risks 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien" or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

TI 149 Rev. 7-22-08

First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.

In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

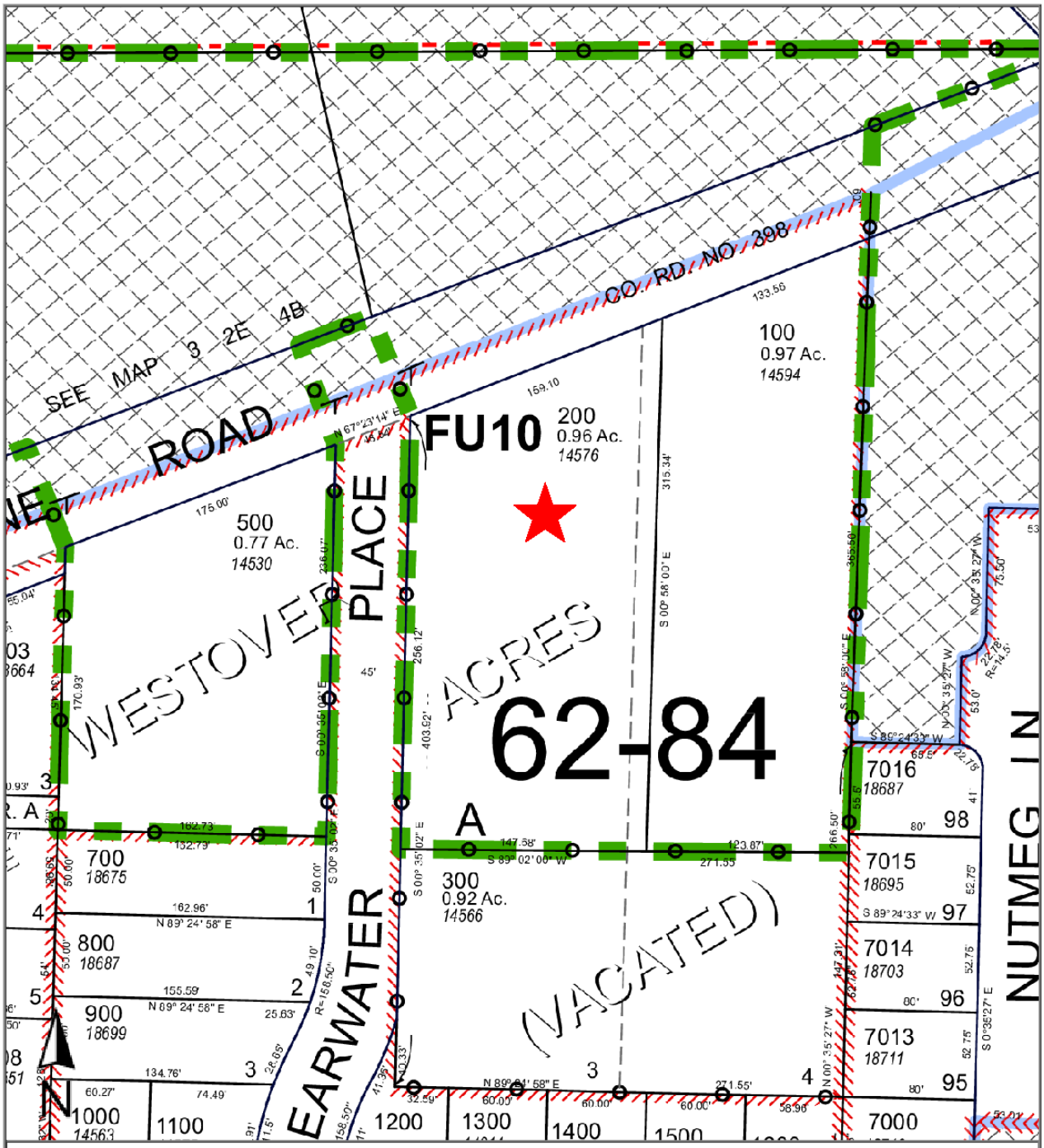
Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

A part of Block A of vacated WESTOVER ACRES, a plat of record in Section 4, Township 3 South, Range 2 East of the Willamette Meridian in the County of Clackamas and State of Oregon, being more particularly described as follows:

Beginning at the Northeast corner of Lot 4, Block A, vacated WESTOVER ACRES; thence South 67°11' West in the center of Maple Lane Road, 133.56 feet to the true place of beginning of the tract herein to be described; thence South 0°58' East 315.34 feet; thence South 89°02' West 147.68 feet; thence North 0°58' West 256.12 feet to the center of Maple Lane Road; thence North 67°11' East in the center of said road 159.10 feet to the true place of beginning.

NOTE: This legal description was created prior to January 1, 2008.



First American Title™

ParcelID: 00842752
14576 S Maplelane Rd
Oregon City, OR 97045
This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.