



Members:

Mary Smith, Chair
Betty Mumm, V. Chair
Jonathan David
Scott Failmezger
Ronald Haas
Betty Schaafsma
Don Slack
Nancy Walters
Terry Wright

AGENDA

TUESDAY, JUNE 15, 2010

6:00 pm

City of Oregon City

City Hall

**625 Center Street, Oregon City
Commission Chambers**

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

May 18, 2010 (*David and Walters absent*)

IV. AGENDA ANALYSIS

V. BUSINESS

A. Pearl Street Traffic Concerns - Rolling Agenda Item

B. Downtown Parking Committee - Rolling Agenda Item

C. Light Rail to Oregon City (Update - Lewis)

D. Curb Extension Signage for Bicycle Safety (Discussion - Nancy Walters)

E. TSP Update (Information - Lewis)

F. Construction Projects (Information)

VI. FUTURE AGENDA ITEMS

VII. ADJOURNMENT

Next Meeting: TBD

Attachments:

- 1) Minutes for May 18, 2010
- 2) E-Mail from Tony Konkol regarding 221 Molalla Avenue
- 3) Excerpt from Staff Report and Decision for SP-05-18, 221 Molalla Avenue
- 4) Photos of Curb Extensions and Signage Examples (5 pages)
- 5) TSP Capital Projects
- 6) 2010 Construction Projects

City Staff:

John Lewis, Operations Manager

Kathy Griffin, Administrative Support

Nancy J.T. Kraushaar, City Engineer/Public Works Director

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Transportation Advisory Committee Web Site

<http://www.orcity.org/cityrecorder/transportation-advisory-committee>

Complete Agenda Packets and Minutes available



May 18, 2010

I. CALL TO ORDER

The Transportation Advisory Committee meeting of **Tuesday, May 18, 2010**, was called to order by Chair Smith at 6:03 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

II. ROLL CALL

Committee members present included Chair Mary Smith, Vice-Chair Betty Mumm, Don Slack, Betty Schaafsma, Ron Haas, Terry Wright, and Scott Failmezger. Jonathan David and Nancy Walters were excused.

Staff members present included John Lewis, Operations Manager, and Kathy Griffin, Administrative Assistant.

III. APPROVAL OF MINUTES

Don Slack moved to approve the minutes of April 20, 2010. Betty Mumm seconded the motion and it carried with Mary Smith, Betty Mumm, Don Slack, Betty Schaafsma, Ron Haas, Terry Wright, and Scott Failmezger voting yes. Jonathan David and Nancy Walters were not in attendance.

IV. AGENDA ANALYSIS

No changes.

V. BUSINESS

A. Welcome New Member – Scott Failmezger

Former Transportation Advisory Committee member, Scott Failmezger, was welcomed back to the TAC.

B. Pearl Street Traffic Concerns - *Rolling agenda item*

Mr. Lewis noted that he had spoken with Tony Konkol, the Community Development Director whose staff worked at 221 S. Molalla Avenue and also

enforced regulations regarding the number of parking spaces per use. Mr. Konkol sent a written reply to Mr. Lewis who hadn't yet had a chance to review it. He asked that he be allowed to delay presentation of Mr. Konkol's letter until the June meeting.

Mr. Slack thought it might be a good idea for the Planning Division to review parking use both before and after a development is established.

C. Regional Transportation Plan

Ms. Griffin passed around for review a copy of Nancy Kraushaar's written edits/additions to Metro's draft RTP.

D. Downtown Parking Committee - *Rolling agenda item*

In order to implement the parking plan, City staff is waiting for the results of the downtown traffic study. It was being held up because it wasn't clear how the City and ODOT would split the cost of the study.

E. Light Rail to Oregon City

The TAC agreed that both TriMet and Metro needed to be made aware that Oregon City was in support of light rail coming to Oregon City.

Discussion ensued around how to get the message across. Holding design charrettes, putting together design concepts, having a sit-down meeting with TAC and a map, were all mentioned. It was important to TAC that development and planning occur in Oregon City so as to complement the potential extension of light rail to Oregon City.

It was suggested that a conversation be held with the City's liaison to TriMet and Metro so that something could be brought back to the next meeting.

F. Curb Extension signage for Bicycle Safety

The item was tabled until Nancy Walters could be in attendance.

G. TSP Update

Upon completion of Metro's Regional Transportation Plan (RTP), the City can begin work on its Transportation System Plan. Nancy Kraushaar has applied for a TMG grant to help fund the study and the City is awaiting word.

At the TAC's request, Mr. Lewis agreed to bring a list of capital projects to the next meeting.

H. 2009 Pavement Maintenance Annual Report

The 2009 report was included in the TAC's agenda packet. Mr. Lewis explained that the report shows where the PMUF money was spent and it also gives Public Works the opportunity to look back at what was done.

Mr. Lewis indicated that the City has been really good so far about spending what has been collected. For the 2010/2011 fiscal year, some of the funds will be carried over to the next fiscal year to help pay for a fix on Division Street.

I. Pavement Management Program Budget Options Report

Mr. Lewis noted that the City has its road system re-evaluated every three years and the most recent report done in April 2010 showed that the City's pavement condition index (PCI) went from a 68, down to a 62. He explained that he expected that number to rebound through the implementation of the PMUF program.

J. Washington/12th Streets Intersection Analysis

Mr. Lewis noted that an intersection analysis report prepared by DKS Associates was included in the TAC's agenda packet. He noted that traffic does exceed the 85th percentile speeds and it does require increased police enforcement, however, the intersection doesn't meet warrants for a signalized intersection.

DKS did recommend some measures to improve sight distance which the City has undertaken. Ms. Mumm pointed out that there was a three-car accident at the intersection the previous Friday.

K. Transportation Construction Projects

1. Warner Milne Rd., Molalla Avenue to Beavercreek Road

An update was provided to the Committee with construction expected to be complete in July.

2. Holcomb Boulevard Pedestrian Improvements

The project was delayed as a result of PGE and Qwest utility relocates at Swan and Holcomb. The construction contract has been extended until July 31, 2010.

3. Downtown Sidewalk Replacement Project

The design is almost done, sample luminaries will be installed for public viewing, and funding is being sought.

4. The Jughandle

Design is scheduled to be done by the end of 2010 with the project going out for construction in the beginning of 2011.

5. 10th Street/Singer Hill Road UPRR Crossing Improvements

Bids were opened on May 6 and work should begin in June, 2010.

6. Intersection Improvements on Molalla Avenue at Beaver Creek Road

All of the right-of-way acquisition work has been completed as has the design. The City was waiting for construction funding before construction couldn't begin.

7. PMUF Projects

Discussed previously in the meeting.

L. Future Agenda Items

None.

VI. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:12 p.m.

Respectfully Submitted,

Kathy Griffin
Administrative Assistant

*A video recording of this meeting is available at
<http://www.orcity.org/cityrecorder/meeting-agendas-minutes-and-videos>.*

John M. Lewis

From: Tony Konkol
Sent: Tuesday, May 18, 2010 10:24 AM
To: John M. Lewis
Subject: RE: 221 Molalla
Attachments: SP 05-18 Staff Report.pdf

Morning John,

The staff report is attached, the parking minimum, maximums and discussion are on page 4 of the report. Without a parking study, I do not have an answer for how often the parking lot is full or what the cause is. I would also point out that under the new code that was adopted last year, on-street parking spaces adjacent to the property can be counted to meet the minimum parking standards and are encouraged to reduce the size of parking lots, utilize existing parking areas on streets and serve as a benefit in traffic calming. Please let me know if you have any questions.

Thanks,
Tony

From: John M. Lewis
Sent: Tuesday, May 18, 2010 6:43 AM
To: Tony Konkol
Subject: 221 Molalla

Hey Tony I have the TAC meeting tonight. Were you able to pull up any of the information about 221 Molalla related to parking requirements, estimates, standards for me to report tonight.

The big question how was the parking number established and why is the site exceeding it?

Thanks.



John M. Lewis
Operations Manager
Public Works Department
City of Oregon City
PO Box 3040
122 S Center Street
Oregon City, Oregon 97045
503.657.8241 phone
503.650.9590 fax
jmlewis@ci.oregon-city.or.us
www.orcity.org

CITY OF OREGON CITY

TYPE II – SITE PLAN AND DESIGN REVIEW

320 WARNER MILNE ROAD
Tel 657-0891

OREGON CITY, OREGON 97045
Fax 657-7892



NOTICE OF TYPE II LAND USE DECISION

STAFF REPORT and DECISION

October 24, 2005

FILE NO.: SP 05-18

Complete: September 7, 2005
120-Day: January 5, 2006

APPLICATION TYPE: Type II

APPLICANTS: Ankrom Moisan Associated Architects
6720 SW Macadam, Suite 100
Portland, Oregon 97219

Redside Equities
P.O. Box 42310
Portland, Oregon 97242

OWNER: Whitsell, LLC
PO BOX 80769
Portland, Oregon 97280

REQUEST: The applicant is seeking approval of Site Plan and Design Review for exterior alterations to an existing building and associated parking in the "MUC-1" Mixed Use Corridor District.

LOCATION: Parcels located at 221 Molalla Avenue and identified as Clackamas County Map 2-2E-32CB, Tax Lots 7800, 8300, 8400 & 8500 and Clackamas County Map 2-2E-32CC, Tax Lot 3100.

REVIEWER: Tony Konkol, Senior Planner, City of Oregon City
Bob Cullison, Senior Engineering Manager, City of Oregon City

DECISION SUMMARY: **Approval with Conditions.**

VICINITY MAP: Exhibit 1

The decision of the Planning Manager is final unless appealed to the City Commission within ten (10) days following the mailing of this notice. Type II decisions involve the exercise of limited interpretation and discretion in evaluating approval criteria, similar to the limited land use decision-making process under state law. Applications evaluated through this process are assumed to be allowable in the underlying zone, and the inquiry typically focuses on what form the use will take or how it will look and include partitions, preliminary subdivision plats, site plan and design review. Notice of application and an invitation to comment is mailed to the applicant, recognized neighborhood association and property owners within three hundred feet. Planning manager accepts comments for fourteen days and renders a decision. The planning manager's decision is appealable to the city commission with notice to the planning commission, by any party with standing (i.e., applicant and any party who submitted comments during the fourteen-day period). The city commission decision is the city's final decision and is appealable to the land use board of appeals (LUBA) within twenty-one days of when it becomes final.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT (503) 657-0891.

DECISION CRITERIA: *Chapter 17.29 "MUC-1" MIXED USE CORRIDOR DISTRICT*
 Chapter 17.50 ADMINISTRATION AND PROCEDURES
 Chapter 17.52 OFF-STREET PARKING AND LOADING
 Chapter 17.58 NONCONFORMING USES, STRUCTURES AND LOTS
 Chapter 17.62 SITE PLAN AND DESIGN REVIEW

I. BACKGROUND

The applicant is proposing to redevelop two parcels along Molalla Avenue (44,554 square feet north of Pearl Street and 20,222 square feet to the south). The proposed redevelopment consists of converting a 19,825 square foot retail lumberyard into a 33,000 square foot office/retail facility north of Pearl Street as well as bringing an existing parking lot to the south of the site into greater compliance with the Oregon City Municipal Code (Exhibit 1).

II. FACTS

1. **Location:** Parcels located at 221 Molalla Avenue and identified as Clackamas County Map 2-2E-32CB, Tax Lots 7800, 8300, 8400 & 8500 and Clackamas County Map 2-2E-32CC, Tax Lot 3100.

2. **Summary of Project.** The applicant is proposing to redevelop an approximately 66,776 square foot site along Molalla Avenue. The project consists of converting a 19,825 square foot retail lumberyard into a 33,000 square foot office facility on the north side of Pearl Street and upgrading an existing parking lot to the south (Exhibit 1). Proposed changes to the lumberyard consist of stripping and staining exterior cedar boards, repairing and painting existing metal siding, installation of fiber cement panels, wood battens, windows, doors and the revisions to the main entrance. The applicant is additionally proposing bicycle racks, a covered walkway, concrete patio, trash enclosure and the installation of ADA access. Upgrades to a currently nonconforming parking lot south of Pearl Street include the installation of parking lot and perimeter vegetation as well as identifying parking stalls.

3. **Overlay Districts.** The subject site is not within an overlay district.

4. **Surrounding Zoning and Land Uses.** The subject site and surrounding properties have the following zoning and uses:
 - Subject Site: MUC-1 Mixed Use Corridor District
 - North: MUC-1 Mixed Use Corridor District
 - R-6 Single-Family Dwelling District
 - East: R-6 Single-Family Dwelling District
 - South: MUC-1 Mixed Use Corridor District
 - R-6 Single-Family Dwelling District
 - West: MUC-1 Mixed Use Corridor District

5. **Public Comment.** Transmittals regarding the proposal were sent to various City departments, affected agencies, the Barclay Hills Neighborhood Association, the Citizen Involvement Committee and property owners within 300 feet of the property on September 9, 2005 requesting comments. The subject site was posted with a sign identifying the land use action from July 5, 2005 to July 21, 2005. Comments were received from the following:

The Oregon City Police Department, submitted comments stating that the proposal does not conflict with any departmental interests.

John Replinger, Senior Transportation Engineer with David Evans and Associates analyzed the traffic analysis report submitted by the applicant, concurring with their conclusion that the traffic effects will be minimal.

John Lewis, Public Works Operations Manager for the City submitted comments regarding public utilities, further addressed within this report. He additionally requested abandonment of the proposed crosswalk over Pearl Street because it would provide a false sense of security for pedestrians and the maintenance / replacement costs are high. The City feels as though the crosswalk provides increased safety by connecting the pedestrians from the parking lot to the development on the other side of the street. However, upon further review within this report, the placement of the crosswalk has been altered to increase the pedestrian circulation. Lastly, Mr. Lewis requested street lighting match the existing lights on Molalla Avenue and be provided adjacent to the crosswalk. As a part of the Molalla Avenue Pedestrian Enhancement Plan, streetlights were previously installed along the frontage of the property on Molalla Avenue. Within this report, the crosswalk will be shifted significantly towards Molalla Avenue and the aforementioned lighting on Molalla will illuminate the crosswalk. No lighting is required on Pearl Street, as it is identified as a local street on the Oregon City Transportation System Master Plan.

The Planning Division did not receive any additional comments. Comments which affect the proposed site plan and design review application, are incorporated into the analysis and findings section below.

III. SITE PLAN ANALYSIS AND FINDINGS:
Section 17.29 - "MUC-1" MIXED-USE CORRIDOR DISTRICT

17.29.030 Permitted Uses MUC-1 Mixed Use Corridor

Finding: Complies. The subject site is currently a vacant lumberyard and parking lot. The applicant is proposing office and retail use north of Pearl Street and an associated parking lot on the south. Retail trade is described as permissible in Chapter 17.29.020.Q of the Oregon City Municipal Code and offices are permitted in Chapter 17.29.020.G.

17.29.050 Dimensional Standards--MUC-1 Mixed Use Corridor

- A. *Minimum lot areas: none.*
- B. *Maximum building height: forty-five feet or three stories, whichever is less.*
- C. *Minimum required setbacks if not abutting a residential zone: none.*
- D. *Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one-foot additional yard setback for every one-foot of building height over thirty-five feet.*
- E. *Maximum Allowed Setbacks.*
 - 1. *Front yard: five feet (may be extended with Site Plan and Design Review Section 17.62.055).*
 - 2. *Interior side yard: none.*
 - 3. *Corner side yard abutting street: thirty feet provided the site plan and design review requirements of Section 17.62.055 are met.*
 - 4. *Rear yard: none.*
- F. *Maximum lot coverage of the building and parking lot: eighty percent.*
- G. *Minimum required landscaping (including landscaping within a parking lot): twenty percent.*

Finding: Complies. As described within the following table, the placement of the existing structure is not in conformance with dimensional standards with front and rear yard setbacks in the MUC-1 Mixed Use Corridor District. Thus, the development will be reviewed under Chapter 17.58 of the Oregon City Municipal Code, Nonconforming Uses, Structures and Lots. All other dimensional requirements are met.

	Required	Proposed
Minimum Lot Area	None	N/A
Building Height	Maximum 35'	24'
Front Yard Setback (Molalla)	Minor Arterial Maximum 5'	73' 6" (Existing)*
Side Yard Setback (Roosevelt)	Minimum 0', Maximum 30'	12' 4"
Side Yard Setback (Pearl)	Minimum 0', Maximum 30'	0'

Rear Yard Abutting Residential	Minimum 20'	6' 6" (Existing)*
Maximum Lot Coverage	Maximum 80%	79.2% (34,380 sq ft)*
Site Landscaping	Minimum 20%	Lot A – 20.8% (9,014 sq ft)
		Lot B – 23.4% (4,958 sq ft)
Parking Landscaping	Minimum 10%	Lot A – 10.4% (4,425 sq ft)
		Lot B – 10.8% (2,282 sq ft)

*Please refer to Chapter 17.58 Nonconforming Uses, Structures and Lots within this report.

Chapter 17.52 – Off-Street Parking and Loading

At any time of erection of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section 17.52.010 Number of Spaces Required

Finding: Complies. As depicted below, the proposal requires a total of 85 to 105 parking spaces. According to OCMC chapter 17.52.010.A, the number of parking stalls may be reduced by up to 10% when a commercial business is within 1,000 feet of an existing or planned public transit. The project is located along Molalla Avenue, a transit street with operating transit services. The proposal includes 79 standard parking spaces and 2 handicap stalls for a total of 81 parking stalls. The applicant requested a parking reduction of 5 percent due to the transit-oriented nature of the development. Staff agrees the reduction of parking stalls is facilitated by the location of this proposal along a transit street, further encouraging alternate forms of transportation.

Transportation System Plan - Table 5-14. City of Oregon City Parking Ratios

Land Use	Required Spaces Per 1,00 Sq. Ft.		Sq. Ft. Net Area	Proposed Spaces Per 1,000 Sq. Ft.	
	Minimum	Maximum		Minimum	Maximum
Office*	2.70	3.33	17,581	47.47	58.54
Retail*	4.10	5.00	9,255	37.95	46.28
				85.42	104.82

*The parking requirements are based on spaces per 1,000 square feet gross leasable area.

17.52.020 Administrative Provisions.

A. The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space.

Finding: Complies. All administrative provisions including the completion of parking lot, building and other necessary improvements prior to the final inspection of the site improvements are anticipated to be met.

B. Requirements for types of buildings and uses not specifically listed herein shall be determined by the planning commission, based upon the requirements of comparable uses listed.

Finding: Not Applicable. The proposed uses are listed in the 17.52.010 of the Oregon City Municipal Code.

C. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

Finding: Complies. The applicant has proposed to maintain 79 standard parking spaces and 2 handicap stalls for a total of 81 parking stalls. The calculation provided in 17.52.010 is based on the proposed retail and office uses. If the uses are altered, the applicant shall inform the Planning Division for further review of off-street parking standards.

D. Owners of two or more uses, structures, or parcels of land, may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory documentation is presented to the planning department.

Finding: Complies. The applicant is proposing office and retail uses within a single structure. A parking lot abutting the building on the north side of Pearl Street as well as a parking lot to the south of Pearl will accommodate the proposed development.

Rear Yard Abutting Residential	Minimum 20'	6' 6" (Existing)*
Maximum Lot Coverage	Maximum 80%	79.2% (34,380 sq ft)*
Site Landscaping	Minimum 20%	Lot A – 20.8% (9,014 sq ft) Lot B – 23.4% (4,958 sq ft)
Parking Landscaping	Minimum 10%	Lot A – 10.4% (4,425 sq ft) Lot B – 10.8% (2,282 sq ft)

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Finding: Complies. As depicted below, the proposal requires a total of 85 to 105 parking spaces. According to OCMC chapter 17.52.010.A, the number of parking stalls may be reduced by up to 10% when a commercial business is within 1,000 feet of an existing or planned public transit. The project is located along Molalla Avenue, a transit street with operating transit services. The proposal includes 79 standard parking spaces and 2 handicap stalls for a total of 81 parking stalls. The applicant requested a parking reduction of 5 percent due to the transit-oriented nature of the development. Staff agrees the reduction of parking stalls is facilitated by the location of this proposal along a transit street, further encouraging alternate forms of transportation.

Transportation System Plan - Table 5-14. City of Oregon City Parking Ratios

Land Use	Required Spaces Per 1,00 Sq. Ft.		Sq. Ft. Net Area	Proposed Spaces Per 1,000 Sq. Ft.	
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				85.42	104.82

*The parking requirements are based on spaces per 1,000 square feet gross leasable area.

17.52.020 Administrative Provisions.

A. The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space.

Finding: Complies. All administrative provisions including the completion of parking lot, building and other necessary improvements prior to the final inspection of the site improvements are anticipated to be met.

B. Requirements for types of buildings and uses not specifically listed herein shall be determined by the planning commission, based upon the requirements of comparable uses listed.

Finding: Not Applicable. The proposed uses are listed in the 17.52.010 of the Oregon City Municipal Code.

C. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

Finding: Complies. The applicant has proposed to maintain 79 standard parking spaces and 2 handicap stalls for a total of 81 parking stalls. The calculation provided in 17.52.010 is based on the proposed retail and office uses. If the uses are altered, the applicant shall inform the Planning Division for further review of off-street parking standards.

D. Owners of two or more uses, structures, or parcels of land, may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory documentation is presented to the planning department.

Finding: Complies. The applicant is proposing office and retail uses within a single structure. A parking lot abutting the building on the north side of Pearl Street as well as a parking lot to the south of Pearl will accommodate the proposed development.

E. Off-street parking for dwellings shall be located on the same lot with the dwelling. Other required parking spaces shall be located not farther than five hundred feet from the building or use they are required to serve dwelling.

Finding: Not Applicable. The applicant indicated that the proposal does not include any dwellings.

F. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

Finding: Not Applicable. The applicant indicated that the parking lots would not be used for the parking and storage of vehicles, materials or trucks used in conducting the business or use.

G. Any use may develop more parking than required, provided other requirements such as landscaping are met. However, any proposal to develop more than twice as much parking as required must be referred to the planning commission, which may approve or deny the number of spaces. Energy conservation shall be the principal criteria for such review.

Finding: Not Applicable. The proposal does not include additional parking spaces beyond the requirements in chapter 17.52.010 of the Oregon City Municipal Code.

H. Completion Time for Parking Lots. Required parking spaces shall be improved and available for use before the final inspection is completed by the building inspector. An extension of time, not to exceed one year may be granted by the building inspector providing that a performance bond, or its equivalent, is posted equaling one hundred fifty percent of the cost of completion of the improvements as estimated by the building inspector, provided the parking space is not required for immediate use. In the event the improvements are not completed within one year's time, the improvements shall be constructed under the direction of the city, utilizing the proceeds of the performance bond or its equivalent as necessary.

Finding: Complies. All administrative provisions, including the completion of parking lot, building and other necessary improvements are anticipated to be met prior to the final inspection.

I. Lesser Requirements Allowed by Planning Commission

Finding: Not Applicable. The applicant is not asking for a further reduction in required parking stalls other than what is referenced in Chapter 17.52.010.

Section 17.52.030 – Design Review

A. Development of parking lots shall require site plan review.

Finding: Complies. The applicant has submitted this application for Site Plan and Design Review approval.

B. Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.

Finding: Complies. Both parking lots are being accessed by Pearl Street and are configured in manner that does not require backing movements into the public right-of-way. The slope of the driveway is less than 15 percent.

C. Surfacing. Required off-street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality are encouraged.

Finding: Complies. Both parking lots and driveways will be paved with asphalt.

D. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city Public Works Stormwater and Grading Design Standards.

Finding: Complies. The applicant shows an overall reduction in impervious surface due to the increased amount of landscaping. The applicant's engineer has submitted a preliminary drainage report that appears to meet the city requirements. The applicant's drainage plan appears to meet the city's requirements. **The applicant can meet this criterion with Conditions of Approval 17 and 18.**

E. Lighting. Artificial lighting which may be provided shall not create or reflect a substantial glare in a residential zone or on adjacent dwellings. The lighting shall not cause a measurement in excess of 0.5 foot-candles of light on other properties.

Finding: Complies with Condition. The photometric plan provided in Exhibit 2, Sheet E1.0 indicated that adjacent properties to the south, east and north will receive lighting in excess of 0.5 foot-candles. The applicant shall not cause light in excess of 0.5 foot-candles to illuminate abutting properties not associated with this development. **The applicant can meet this criterion with Condition of Approval 1.**

F. Dimensional Requirements. Parking spaces shall be a minimum of nine feet by twenty feet; parking at right angles to access aisles shall require twenty-four feet backing distance in aisle width. Requirements for parking developed at varying angles are according to the table included in this section. With the approval of the site plan review, up to twenty-five percent of the required parking may be reduced in size to eight feet in width by sixteen feet in length and marked for the use of compact cars only. Any parking in excess of the number of spaces required may also be eight feet by sixteen feet, if marked for the use of compact cars only. In no case may aisle widths be reduced for compact cars parking. An overhang of one and one-half feet from face of curb may be included in the length of a parking space. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all-weather surface to a street or alley.

Finding: Complies with Condition. As indicated below, the proposal complies with a majority of the dimensional standards. However, the applicant proposed to install a 20-foot wide drive aisle throughout the parking lot south of Pearl Street, four feet less than the 24-feet required for parking at 90 degrees. Parking at this angle requires the greatest drive aisle width to facilitate backing within a two-way parking lot. To accommodate safe maneuvering the applicant has proposed a one-way traffic flow to minimize potential conflicts and comply with the other dimensional requirements for parking and landscaping within the constrained site. Currently the parking lot does not contain any interior vegetation, painted stalls or distinguishable drive aisles. The proposal will increase safety within the lot and significantly, enhance compliance with the Oregon City Municipal Code, and being designed as a one-way access will not require the full 24-foot drive aisle since two way traffic will not need to be accommodated.

The applicant did not indicate the proposed overhang within each stall. The applicant shall not have an overhang of more than 1.5 feet for all automobile parking. **The applicant can meet this criterion with Condition of Approval 2.**

PARKING ANGLE SPACE DIMENSIONS

	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
	<i>Parking Angle</i>	<i>Stall Width</i>	<i>Stall to Curb</i>	<i>Aisle Width</i>	<i>Curb Length</i>	<i>Overhang</i>
Required	90 degrees	8.5'	18.0'	24'	8.5'	1.5'
North of Pearl	90	8.5'	18'	24'	8.5	Not Indicated
South of Pearl	90	8.5'	18'	20'	8.5	Not Indicated

Section 17.52.040 – Carpool and Vanpool Parking

A. New retail, office commercial and industrial developments with twenty-five or more parking spaces, and new hospitals, government offices, nursing and retirement homes, schools and transit park-and-ride facilities with twenty-five or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

B. As used in this section, "carpool" means a group of two or more commuters, including the driver, who share the ride to and from work, school and other destination. "Vanpool" means a group of five or more commuters, including the driver, who share the ride to and from work, school or other destination on a regularly scheduled basis.

Finding: Complies. The applicant proposed 81 parking spaces to support the proposed redevelopment. The applicant indicated that five percent of the parking spaces ($81 * 0.05 = 4.05$) will be located adjacent to the main entrance of the facility would be marked "Reserved for Carpool/Vanpool Only".

Section 17.52.050 – Bicycle Parking

To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all of the following uses:

- A. Multifamily housing of four or more units;*
- B. Retail and office development;*
- C. Industrial development;*
- D. Institutional development;*
- E. Transit transfer stations and park-and-ride lots;*
- F. Automobile parking lots and structures.*

Finding: Complies. The applicant has included 5 bicycle parking stalls for office and retail development as required in Chapter 17.52.050.B.

17.52.060 Bicycle parking standards.

A. Unless exempted pursuant to subsection J of this section, bicycle parking spaces shall be provided for the uses described in Section 17.52.050, in the amounts specified in Table A, found at the end of this chapter; provided, however, that all nonexempt uses shall have a minimum of two parking spaces. These requirements shall apply to new development; to any change in use of existing development subject to this section; and to any expansion of any existing use subject to this section where the expansion equals or exceeds fifty percent of the existing gross floor area or three thousand square feet of gross floor area. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.010 for determining automobile parking space requirements.

1. Bicycle parking shall be located on-site, in one or more convenient, secure and accessible outdoor and indoor locations close to a main building entrance.

Finding: Complies. The applicant has proposed to install bicycle-parking adjacent to the main building entrance on the Molalla Avenue elevation.

2. Bicycle parking areas shall be clearly marked. Outdoor bicycle parking areas shall be visible from on-site buildings or the street. Indoor bicycle parking areas shall not require stairs to access the space, except that bicycle parking may be allowed on upper stories within multi-story residential structures.

Finding: Complies. The bicycle parking area is proposed at the front of the building, visible from the parking lot onsite and the public right-of-way.

3. The locations of bicycle parking spaces shall be indicated in an off-street parking and loading plan which shall be submitted for review by the review authority during site plan and design review or as otherwise required by city regulations.

Finding: Complies. The applicant has submitted a plan indicating the location of bicycle parking stalls in Exhibit 2, Sheet A1.1.

4. For any expansion of an existing use subject to this section, the number of required bicycle parking spaces shall be determined based on the entire use rather than the incremental increase in floor space. For any change in use, the number of required bicycle parking spaces shall be calculated based upon requirements for the new use as shown in Table A. For any change in use or expansion of an existing use subject to this section, the review authority may reduce or waive requirements of this section to the extent the review authority determines that compliance with those requirements is not practicable due to

existing development patterns or that application of these standards is not reasonably related to the scale and intensity of the development.

Finding: Complies. The number of required bicycle parking spaces is calculated based on the use of the structure. Office as well as retail stores and shopping centers require 1 bicycle stall per 20 auto spaces. The project has proposed 81 vehicular parking stalls and 5 bicycle spaces. The minimum of 4 bicycle parking spaces ($81/20 = 4.05$ stalls) is exceeded with this proposal.

5. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the principal planner, is most similar to the use not specifically mentioned.

Finding: Not Applicable. The applicant is proposing an office and retail uses, both identified in Table A.

B. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.

1. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only. If a bicycle parking area is not plainly visible from the street or main building entrance, then a sign must be posted indicating the location of the bicycle parking area.

Finding: Complies. The bicycle parking is located near the pedestrian entrance on Molalla Avenue, separated from vehicles by a retaining wall, 5-foot sidewalk and 11' 7" of landscaping/bioswale.

2. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the public sidewalk where this does not conflict with pedestrian accessibility.

Finding: Complies. The bicycle parking does not obstruct the pedestrian walkways. The bicycle rack is located adjacent to landscaping and a bioswale, approximately 20 feet east of the automobile parking and 10 feet north of the main entrance.

C. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walks. Outdoor bicycle parking areas also shall have direct access to public right-of-way and to existing and proposed pedestrian/bicycle accessways and pedestrian walkways.

Finding: Complies with Conditions. The bicycle rack is located on a pedestrian walkway connecting the building entrance with Molalla Avenue and Pearl Street. The pedestrian walkway does not connect to Roosevelt because of 6-foot and 8-inches of landscaping. To facilitate logical, efficient and direct access to public right-of-way the applicant shall connect the pedestrian sidewalk to Roosevelt Street. The applicant shall extend the pedestrian path abutting the Molalla Avenue facade to meet the sidewalk on Roosevelt Street. **The applicant can meet this criterion with Conditions of Approval 3 and 4.**

D. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances as it deems appropriate.

Finding: Not Applicable. The applicant proposed to redevelop a single structure without the development of any additional buildings.

E. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience.

Finding: Complies with Condition. The applicant proposed stationary tubular steel bicycle racks, though failed to indicate if the rack will be attached to the ground. The applicant shall securely anchor the proposed bicycle rack to the ground. **The applicant can meet this criterion with Condition of Approval 5.**

F. Required bicycle parking shall have a minimum lighting level of three foot-candles so that the system can be securely used at night by employees, residents and customers.

Finding: Complies. The application included a Photometric plan in Exhibit 2, Sheet E.1.0, indicating that the bicycle stalls will be lit to 3.3 foot-candles.

G. Bicycle parking may be uncovered, although cover is encouraged. Cover can be accommodated through building or roof overhangs, awnings, bicycle lockers or bicycle storage within buildings.

Finding: Complies. The bicycle parking area is not covered.

H. Bicycle parking spaces required by this chapter may not be rented or leased except where required motor vehicle parking is rented or leased.

Finding: Complies. The applicant indicated the bicycle parking stalls would not be leased or rented.

I. At park-and-ride lots, site drawings shall allocate adequate space for one hundred percent bicycle locker expansion. This expansion area may be part of the required landscaped area on the site.

Finding: Not Applicable. A park-and-ride lot is not proposed with this application.

J. The review authority shall allow exemptions from the bicycle parking requirements for the following uses:

- 1. Seasonal uses, such as fireworks stands and Christmas tree sales;*
- 2. Drive-in theaters;*
- 3. Storage facilities for household and consumer goods;*
- 4. Home occupations.*

Finding: Not Applicable. The uses listed in Chapter 17.52.060.J do not apply to this application.

Section 17.52.070 – Pedestrian Access in Off-Street Automobile Parking Areas

A. The off-street parking and loading plan shall identify the location of safe, direct, well lighted and convenient pedestrian walkways connecting the parking area and the use being served.

Finding: Complies. The applicant has provided a pedestrian walkway through the northern parking lot, connecting Molalla Avenue with the main entrance of the building. The concrete pedestrian path will be visually contrasting with surrounding asphalt and is necessary to facilitate safe pedestrian connections between Molalla Avenue and the location of the existing building. The applicant has additionally proposed a striped crosswalk extending across Pearl Street to connect the parking lot to the south with the remainder of the development. The traffic analysis report prepared by Charbonneau Engineering, Inc and confirmed by John Replinger of Senior Transportation Engineer for David Evans and Associates indicated that the proposed crosswalk is reasonable. However, Public Works staff finds the new mid-block crosswalk may be problematic due to the closeness of the crosswalk to the traffic signal at Molalla Ave. whereby users may experience traffic traveling east may not expect another crosswalk so close to the existing one at Molalla and Pearl Streets. Therefore, it is recommended that the applicant not install the proposed Pearl Street crosswalk from the south parking lot to the building unless the applicant can submit further assurance from their transportation engineer as to the safety and advisability of the proposed crosswalk. **The applicant can meet this criterion with Condition of Approval 20.**

B. All pedestrian walkways constructed within parking lots shall be raised to standard sidewalk height. All surface treatment of pedestrian walkways shall be firm, stable and slip resistant, and shall comply with Chapter 31 of the Uniform Building Code.

Finding: Complies with Conditions. The applicant proposed a raised pedestrian path on the northern parking lot, connecting Molalla Avenue with the main entrance of the structure. The applicant failed to indicate the height of the pedestrian path. The applicant did not indicate the height of the pedestrian path. The pedestrian walkway within the northern parking lot connecting Molalla Avenue with the main entrance of the structure shall be slip resistant and raised to standard sidewalk height. **The applicant can meet this criterion with Conditions of Approval 6 and 7.**

C. Where an accessible pedestrian walkway crosses or adjoins a vehicular way, the boundary between the areas shall be defined by a marked crossing having a continuous, detectable marking not less than thirty-six inches wide. Where pedestrian walkways cross driving aisles, they shall be clearly marked with contrasting slip resistant materials.

Finding: Complies with Condition. The applicant has proposed a raised pedestrian path on the northern parking lot to connect Molalla Avenue with the main entrance of the structure. The concrete path will visually contrast with the asphalt parking lot to provide a continuous visual cue for pedestrians as well as other traffic. The pedestrian walkway within the northern parking lot connecting Molalla Avenue with the main entrance of the structure shall contain slip resistant materials where crossing a driving aisle. **The applicant can meet this criterion with Condition of Approval 7.**

Section 17.52.080 – Conversion of Existing Required Parking

To promote transit travel and the more efficient use of urban land on properties adjacent to transit streets, off-street parking spaces constructed in excess of the minimum required may be redeveloped for transit oriented uses.

1. This section shall apply in all districts, which require minimum off-street parking, but only where a minimum of ten off-street parking spaces are required.
2. As used in this section, "transit oriented uses" include multifamily residential development, retail, office and institutional uses of sufficient intensity to support transit operations, and transit supportive features such as bus stops and pullouts, bus shelters, park and ride stations, pedestrian spaces containing landscaping and benches plus at least two other pedestrian amenities such as awnings, water features, public art or kiosks, pedestrian scale outdoor lighting, or outdoor eating areas or vendors, and the like.

Finding: Complies. The applicant is proposing to redevelop two existing parcels, currently used as a vacant structure and parking lot for transit-oriented office and retail use. The number of required parking spaces is calculated based on the change in use and expansion of the existing structure. Office and retail stores and shopping centers require 1 bicycle stall per 20 auto spaces. The applicant has proposed 5 bicycle spaces, exceeding the minimum of four required bicycle parking stalls (81 auto spaces / 20 = 4.05 stalls).

The following identifies the required bicycle parking spaces:

TABLE A Required Bicycle Parking Spaces

All uses identified as requiring bicycle parking shall have a minimum of two bicycle parking spaces.

USE	BICYCLE PARKING
Retail / Office	1 per 20 auto spaces

Section 17.52.090 – Parking Lot Landscaping

A. Purpose. The purpose of this code section includes the following:

To enhance and soften the appearance of parking lots; to limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas; to shade and cool parking areas; to reduce air and water pollution; and to establish parking lots that are more inviting to pedestrians and bicyclists.

B. Definitions. "Interior parking lot landscaping," means landscaping located inside the surfaced area used for on-site parking and maneuvering.

"Perimeter parking lot landscaping," means landscaping located outside of, and adjacent to, the surfaced area used for on-site parking and maneuvering.

C. Development Standards. Parking lot landscaping is required for all uses, except for single- and two-family residential dwellings. A licensed landscape architect shall prepare the landscaping plan.

1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1). Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be

evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade. Where parking areas abut a residential district, there shall be a wall, sight-obscuring fence, or sight obscuring landscaping not less than six feet in height. Slight modifications to landscaping location may be proposed for review that enhances the reduction of non-shaded impervious parking lot area.

Finding: Complies with Conditions. A landscaping plan by Michael O'Brien, registered landscape architect, included parking lot landscaping in defined landscaped areas uniformly distributed throughout the parking and loading area. The applicant shall assure that the landscape plan contains a mix of deciduous and coniferous shade bearing trees. Where parking areas abut a residential district, there shall be a wall, sight-obscuring fence, or sight obscuring landscaping not less than six feet in height. The applicant is proposing to construct a 6-foot wood fence to act as a visual barrier between the eastern portion of the development and the abutting residential dwelling district. The applicant shall ensure that where all parking areas abut a residential district, there shall be a wall, sight-obscuring fence, or sight obscuring landscaping not less than six feet in height. **The applicant can meet this criterion with Conditions of Approval 8 and 9.**

2. Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-way Screening. Parking lot entryways and perimeter parking lot landscaping areas not abutting the building or where access/parking is shared between adjoining land owners shall be bordered by a minimum five-foot wide landscaped planter strip with:

Finding: Complies with Condition. The proposed landscape plan displays planting strips along Molalla Avenue, Roosevelt Street, Pearl Street as well as the east and south sections of the parking lot south of Pearl Street. The existing placement of the structure precludes conformity with a five-foot wide landscaped planter strip adjoining parking lot entryways, perimeter parking lot landscaping areas not abutting the building or where access/parking is shared between adjoining land owners. The City of Oregon City recently installed improvements along Molalla Avenue, as indicated in the Molalla Avenue Boulevard and Bikeway Improvements Plan (2001). With these improvements, the frontage of the subject site along Molalla Avenue has already been improved with sidewalks, street trees, streetlights, and street furniture. In addition to the existing improvements, a retaining wall and the constrained square footage of the site do not accommodate an increase in the planter strip along Molalla Avenue. The applicant has proposed a one-way traffic flow to minimize potential conflicts and comply with the other dimensional requirements for parking and landscaping within the constrained site. The applicant shall increase conformity with this section of the Oregon City Municipal Code by densely vegetating the frontage of the site, as approved by the Planning Division, where the planter strips are less than 5 feet in width to mitigate the constrained existing conditions. The increase in plantings will allow conformity with parking and pedestrian standards within the Oregon City Municipal Code by permitting a planter strip less than 5 feet in width. The applicant shall submit a revised landscaping plan displaying increase in vegetation along the frontages of the site where the planter strips are less than 5 feet in width or an alternative for approval by the Planning Division prior to the final of building permits. Nonconforming issues are addressed within chapter 17.58 of this report. **The applicant can meet this criterion with Condition of Approval 10.**

<u>Location</u>	<u>Width of landscaping</u>
Site A abutting Roosevelt Street	11.5 feet
Site A abutting Molalla Avenue	4.5 feet*
Site A abutting Pearl Street	11 feet
Site A west side of eastern vehicular entrance	6 feet, tapers to 0*
Site A east side of eastern vehicular entrance	0 feet *
Site A west side of pedestrian entrance	17 feet
Site A east side of pedestrian entrance	31 feet*
Site A west side of western vehicular entrance	17 feet
Site A east side of western vehicular entrance	22 feet
Site B abutting Pearl Street	4.5 feet*
Site B abutting Molalla Avenue	3 feet*

**Oregon City
Transportation SDC Study
TSDC Project List -- Road Improvements**

FINAL

Table 4

#	Project Source (1)	Yr of Cost Estimate	Project Title (1)	Serving		City Funding Responsibility (3)	Project Cost (1)	SDC Eligible Cost
				Eligible Capacity Increasing % (2)	Existing Deficiency			
State Facility Projects (All Sources)								
PP-1	2008 List	2008	HWY 213 Corridor Improvements (I-205 to Oregon City UGB)	0.0%	100.0%	30.0%	R-37, R-51, R-52, R-53, R-77, R-88, R-105	See Related Project Costs
R-37	2008 List	2008	HWY 213: I-205 to Redland Rd	17.3%	82.7%	30.0%	PP-1, R-51, R-52, R-53, R-77, R-88	See Related Project Costs
R-38	2008 List	2008	HWY 213: Molalla Ave to Henrici Rd	23.8%	76.2%	30.0%	R-54, R-55, R-56, P-51	See Related Project Costs
R-48	2008 List	2008	HWY 99E/I-205 SB Ramps	93.0%	7.0%	30.0%		212,598
R-49	2008 List	2008	HWY 99E/I-205 NB Ramps	0.0%	100.0%	30.0%		-
R-50	2008 List	2008	HWY 99E/Main Street	38.8%	61.2%	30.0%		49,159
R-52	2008 List	2008	HWY 213/Washington Street	83.0%	17.0%	30.0%		4,980,000
R-53	2008 List	2008	Hwy 213/Redland Road	99.0%	1.0%	40.0%		4,197,800
R-54	2008 List	2008	HWY 213/Molalla Avenue	54.0%	46.0%	30.0%		235,026
R-55	2008 List	2008	HWY 213/Glen Oak Road/Caulfield Road	79.0%	21.0%	30.0%		80,580
R-56	2008 List	2008	HWY 213/Henrici Road	62.8%	37.2%	30.0%		135,574
R-77	2008 List	2008	Redland Rd/Abemethy Rd	84.0%	16.0%	30.0%		113,400
R-88	2008 List	2008	Redland Rd extension between Abemethy Rd & Washington St	39.2%	60.8%	30.0%		1,540,959
R-105	2008 List	2008	Hwy 213/Beavercreek Road (improvement for existing deficiency)	0.0%	100.0%	30.0%		-
Beavercreek Concept Plan-BR								
BR-1	2008 List	2008	Beavercreek Rd: Marjorie Ln to Clairmont Dr (CCC Entrance)	51.6%	48.4%	100.0%		3,251,502
BR-2	2008 List	2008	Beavercreek Rd: Clairmont Dr (CCC Entrance) to UGB (not Henrici)	54.0%	46.0%	100.0%		5,940,487
BR-3	2008 List	2008	Clairmont Drive: Beavercreek Road to Center Parkway	100.0%	0.0%	100.0%		2,400,000
BR-4	2008 List	2008	Loder Road: Beavercreek Road to Center Parkway	54.8%	45.2%	100.0%		766,610
BR-5	2008 List	2008	Meyers Road: Center Parkway to East Site Boundary	100.0%	0.0%	100.0%		4,200,000
BR-6	2008 List	2008	Glen Oak Road: Beavercreek Road to Ridge Parkway	100.0%	0.0%	100.0%		3,500,000
BR-7	2008 List	2008	Center Parkway: Old Acres Ln to Thayer Road	100.0%	0.0%	100.0%		3,400,000
BR-8	2008 List	2008	Ridgeway Parkway: Old Acres Ln to North Site Boundary	100.0%	0.0%	100.0%		17,700,000
BR-9	2008 List	2008	Beavercreek Road/Maplelane Road	53.4%	46.6%	100.0%		9,800,000
BR-10	2008 List	2008	Beavercreek Road/Meyers Road	53.1%	46.9%	100.0%		133,444
BR-11	2008 List	2008						2,654,172
Park Place Concept Plan-PP								
PP-2	2008 List	2008	Redland Road: Abemethy/Holcomb to Swan Ave (Holly Ln)	39.6%	60.4%	100.0%		4,558,791
PP-3	2008 List	2008	Holly Lane: Redland to Maplelane Road	54.4%	45.6%	100.0%		544,218
PP-4	2008 List	2008	Livesay Road: Swan Ext to Holly Ext	76.3%	23.7%	100.0%		1,373,333
PP-5	2008 List	2008	Donovan Road: Holly Lane to Ogden Middle School	62.8%	37.2%	100.0%		753,191
PP-6	2008 List	2008	Swan Ave Extension: Existing Swan Ave S to Holcomb Blvd	100.0%	0.0%	100.0%		1,100,000
PP-8	2008 List	2008	Swan Ave Extension: Redland Rd to Holly Ln	100.0%	0.0%	100.0%		9,300,000

#	Project Source (1)	Yr of Cost Estimate	Project Title (1)	Eligible Capacity Increasing % (2)		Serving Existing Deficiency	City Funding Responsibility (3)	Project Cost (1)	SDC Eligible Cost
				Eligible Capacity Increasing % (2)	Serving Existing Deficiency				
PP-9	2008 List	2008	Holly Lane Extension: Redland Rd to Holcomb Blvd	100.0%	0.0%	100.0%	17,400,000	17,400,000	
PP-10	2008 List	2008	Anchor Way/Redland	70.0%	30.0%	100.0%	2,900,000	2,900,000	
PP-11	2008 List	2008	Holly Ln/Redland Rd	65.0%	35.0%	100.0%	2,000,000	1,300,000	
PP-12	2008 List	2008	Holly Ln/Maplelane Rd	65.0%	35.0%	100.0%	1,600,000	1,040,000	
PP-13	2008 List	2008	Swan Ave/Holcomb Blvd	69.2%	30.8%	100.0%	300,000	207,468	
Roadway System Plan-R (City Streets)									
R-10	2008 List	2008	Washington Street/12th Street	29.9%	70.1%	100.0%	510,000	152,686	
R-11	2008 List	2008	Anchor Way: 18th St to Redland Rd	40.0%	60.0%	100.0%	445,000	178,000	
R-12	2008 List	2008	Beaver Creek Road: CCC to Glen Oak Rd	0.0%	100.0%	100.0%	See cost for BR-2.	-	
R-13	2008 List	2008	Boynton Street: Warner Parrott Rd to Buol St	40.0%	60.0%	100.0%	445,000	178,000	
R-14	2008 List	2008	Central Point Road: Roundtree Dr to UGB	40.0%	60.0%	100.0%	940,000	376,000	
R-15	2008 List	2008	Forsythe Rd: Clackamas River Dr to Swan Ave	40.0%	60.0%	100.0%	1,200,000	480,000	
R-16	2008 List	2008	Gaffney Lane: Molalla Ave to Meyers Rd	40.0%	60.0%	100.0%	1,635,000	654,000	
R-17	2008 List	2008	Glen Oak Road: HWY 213 to Beaver Creek Rd	100.0%	0.0%	100.0%	825,000	825,000	
R-18	2008 List	2008	Holcomb Road: Redland Rd to UGB	40.0%	60.0%	100.0%	2,710,000	1,084,000	
R-19	2008 List	2008	Holmes Lane-Hilda St: Linn Ave to Alden St	40.0%	60.0%	100.0%	1,090,000	436,000	
R-20	2008 List	2008	Leland Rd: McCord Rd to UGB	100.0%	0.0%	100.0%	1,616,000	1,616,000	
R-21	2008 List	2008	Maplelane Road: Beaver Creek Rd to UGB	40.0%	60.0%	100.0%	1,380,000	544,000	
R-22	2008 List	2008	McCord Road: Central Point Rd to Leland Rd	40.0%	60.0%	100.0%	740,000	296,000	
R-23	2008 List	2008	Parlow Road: South End Rd to Central Point Rd	40.0%	60.0%	100.0%	1,700,000	680,000	
R-24	2008 List	2008	Pease Road: Leland Rd to McCord Rd	40.0%	60.0%	100.0%	1,070,000	428,000	
R-25	2008 List	2008	Redland Rd: Holly Ln to UGB	100.0%	0.0%	100.0%	2,212,000	2,212,000	
R-26	2008 List	2008	South End Road: Parlow Rd to UGB	100.0%	0.0%	100.0%	1,445,000	1,445,000	
R-27	2008 List	2008	Swan Avenue: Holcomb Rd to Forsythe Rd	40.0%	60.0%	100.0%	851,000	340,400	
R-28	2008 List	2008	Thayer Road: Maplelane Rd to UGB	40.0%	60.0%	100.0%	902,000	360,800	
R-29	2008 List	2008	Washington St-Clackamas River Drive: Abernethy Rd to UGB	100.0%	0.0%	100.0%	1,750,000	1,750,000	
R-30	2008 List	2008	Holcomb Road/Front St/Beemer Jacobs Way	52.5%	47.5%	100.0%	1,130,000	593,690	
R-31	2008 List	2008	Leland Rd/Pease Rd	72.6%	27.4%	100.0%	250,000	181,513	
R-34	2008 List	2008	Warner Milne Rd/Molalla Ave	30.7%	69.3%	100.0%	1,614,000	496,228	
R-35	2008 List	2008	Warner Milne/Warner Parrott Rd/Leland/Linn Ave/Central Point Rd	42.8%	57.2%	100.0%	2,000,000	856,924	
R-40	2008 List	2008	Washington Street: 12th St to 7th St	35.4%	64.6%	100.0%	1,340,000	474,768	
R-42	2008 List	2008	Molalla Avenue: Holmes Lane to HWY 213	31.9%	68.1%	100.0%	See related project costs.	-	
R-44	2008 List	2008	Warner Milne Road: Beaver Creek Rd to Leland/Linn Ave	28.6%	71.4%	100.0%	7,500,000	2,148,058	
R-61	2008 List	2008	Main Street/14th Street	65.0%	35.0%	100.0%	515,000	334,750	
R-62	2008 List	2008	Main Street/10th Street	65.0%	35.0%	100.0%	515,000	334,750	
R-63	2008 List	2008	Molalla Avenue/Barday Hills Dr	32.3%	67.7%	100.0%	60,000	19,394	
R-64	2008 List	2008	Molalla Avenue/Clearmont Way	23.5%	76.5%	100.0%	400,000	94,068	
R-65	2008 List	2008	Molalla Avenue/Gaffney Lane	27.4%	72.6%	100.0%	450,000	106,354	
R-66	2008 List	2008	Beaver Creek Rd/Warner Milne Rd	54.0%	46.0%	100.0%	440,000	120,402	
R-69	2008 List	2008	Beaver Creek Rd/Glen Oak Rd	65.0%	35.0%	100.0%	See cost for BR-7.	-	
R-70	2008 List	2008	Warner Parrott Rd/South End Rd	42.5%	57.5%	100.0%	1,553,580	1,009,827	
R-71	2008 List	2008	Warner Parrott Rd/Central Point Rd	42.5%	57.5%	100.0%	See R-35	-	
R-72	2008 List	2008	Warner Milne Rd/Linn-Leland Ave	42.9%	57.1%	100.0%	See R-35	-	

Project #	Yr of Cost Estimate	Project Title (1)	Eligible Capacity Increasing % (2)	Serving Existing Deficiency	City Funding Responsibility (3)	Project Cost (1)	SDC Eligible Cost
R-73	2008	South End Rd/High Street/S 2nd St	65.0%	35.0%	100.0%	1,367,604	888,943
R-75	2008	Linn Ave/Davis Rd/Ethel St	86.0%	14.0%	100.0%	510,300	438,858
R-76	2008	Leland Rd/Clairmont Way/Meyers Rd	67.9%	32.1%	100.0%	510,300	346,493
R-79	2008	Spring Valley Dr: Parlow Rd to Salmonberry Dr	0.0%	100.0%	N/A	N/A	-
R-80	2008	Shenandoah Dr: Central Point to Pease Rd & Pease to Leland Rd	28.6%	71.4%	100.0%	N/A	-
R-83	2008	South Douglas Loop (CCC) to Glen Oak Road	23.7%	76.3%	100.0%	3,120,000	739,518
R-84	2008	Coquille Drive Extension	49.7%	50.3%	100.0%	5,200,000	2,586,347
R-86	2008	Meyers Road to Caulfield Road	65.8%	34.2%	100.0%	N/A	-
R-91	2008	SE 82nd Drive crossing of Clackamas River	24.9%	75.1%	100.0%	N/A	-
R-92	2008	Fir Street Extension: Highway 213 to Beaver Creek Road	51.5%	48.5%	100.0%	18,750,000	9,660,883
R-93	2008	Ethel St to May St (south of Holmes Lane)	44.5%	55.5%	100.0%	N/A	-
R-94	2008	Laurel Lane Extension: May St to Warner Milline Rd	42.7%	57.3%	100.0%	N/A	-
R-95	2008	Roosevelt St Extension: Molalla Ave to Linn Ave	45.6%	54.4%	100.0%	N/A	-
R-96	2008	12th Street Extension: Taylor St to Grant St	40.3%	59.7%	100.0%	N/A	-
R-97	2008	Skellenger Way to Meyers Road/Clairmont Way	40.4%	59.6%	100.0%	N/A	-
R-98	2008	Meyers Road Extension: Highway 213 to High School Lane	54.2%	45.8%	100.0%	10,000,000	5,415,282
R-102	2008	Parrish Road Extension	100.0%	0.0%	100.0%	4,000,000	4,000,000
R-104	2008	Molalla Avenue/Taylor/Division	34.2%	65.8%	100.0%	1,000,000	341,998
R-106	2008	Agnes Street: Main Street to Highway 213	61.4%	38.6%	100.0%	13,575,000	8,332,559
Total			58.1%	41.9%	78.3%	\$ 312,918,784	\$ 158,455,615
							\$ 1,614,627
							\$ 156,840,988

less: Beginning FY2007 Transportation SDC Fund Balance (4)
Total Future Capital Projects for SDC Calculation

NOTES

- (1) 2008 List = Primary sources were the 2001 Transportation System Plan and the Beaver Creek Road and Park Place Concept Plans. Original cost estimates in 2001 TSP were updated to 2008 dollars.
- (2) Projects were allocated based on growth's share of total future peak-hour trips. When such data was unavailable, baseline projections of vehicle/capacity (V/C) ratios were utilized to determine existing system deficiencies.
- (3) Minimum 10% City match for State project costs. The City anticipates potential City contribution of at least 30% and up to 40%.
- (4) Source: FY2007 City budget.

**Oregon City
Transportation SDC Study
TSDC Project List -- Bike/Ped Improvements**

Table 5

#	Project Source (1)	Yr of Cost Estimate	Project Title (1)	Eligible Capacity		Serving Existing Deficiency	Project Cost (1)	SDC Eligible Cost
				Increasing % (2)	Increasing % (2)			
B-2	2008 Bike/Ped	2008	Bicycle System Improvements-B					
B-2	2008 Bike/Ped	2008	Beavercreek Road (Maplelane to UGB)	48.5%	51.5%	\$	55,080	\$ 26,717
B-3	2008 Bike/Ped	2008	Molalla Avenue (Beavercreek to Hwy 213)	48.5%	51.5%		29,160	14,144
B-4	2008 Bike/Ped	2008	Singer Hill (Hwy 99E to 7th St)	48.5%	51.5%		N/A	-
B-5	2008 Bike/Ped	2008	South End Road (Barker Avenue to UGB)	48.5%	51.5%		2,360,897	1,145,187
B-6	2008 Bike/Ped	2008	Warner Milne Road (Linn Ave to Molalla Ave)	48.5%	51.5%		23,328	11,316
B-7	2008 Bike/Ped	2008	Washington Street (11th Street to 5th Street)	48.5%	51.5%		12,960	6,286
B-8	2008 Bike/Ped	2008	Highway 99E (S 2nd Street to South UGB)	48.5%	51.5%		133,650	64,829
B-9	2008 Bike/Ped	2008	Highway 213 (I-205 to Molalla Ave)	48.5%	51.5%		12,960	6,286
B-10	2008 Bike/Ped	2008	5th Street (High street to Jackson street)	48.5%	51.5%		7,128	3,458
B-11	2008 Bike/Ped	2008	Anchor Way (Redland Road to Division Street)	48.5%	51.5%		See cost for R-11.	-
B-12	2008 Bike/Ped	2008	Central Point Road (Warner Parrott to UGB)	48.5%	51.5%		125,388	60,821
B-13	2008 Bike/Ped	2008	Division Street (Anchor Way to Molalla Ave)	48.5%	51.5%		33,048	16,030
B-14	2008 Bike/Ped	2008	Gaffney Lane (Molalla Avenue to Meyers Road)	48.5%	51.5%		See cost for R-16.	-
B-15	2008 Bike/Ped	2008	Holmes Lane (Telford Road to Molalla Avenue)	48.5%	51.5%		9,720	4,715
B-16	2008 Bike/Ped	2008	Leland Road (Warner Milne Road to UGB)	48.5%	51.5%		2,195,988	1,065,195
B-17	2008 Bike/Ped	2008	Main Street Extension	48.5%	51.5%		346,874	168,256
B-18	2008 Bike/Ped	2008	Monroe Street (12th Street to 5th Street)	48.5%	51.5%		7,290	3,536
B-19	2008 Bike/Ped	2008	Parlow Road (South End Road to Central Point Road)	48.5%	51.5%		See cost for R-23.	-
B-20	2008 Bike/Ped	2008	12th Street (99E to Taylor St)	48.5%	51.5%		45,360	22,003
B-21	2008 Bike/Ped	2008	15th Street (Washington St to Division St)	48.5%	51.5%		11,340	5,501
B-22	2008 Bike/Ped	2008	Barker Ave (South End Rd to Telford Ave)	48.5%	51.5%		8,100	3,929
B-24	2008 Bike/Ped	2008	Center Street (7th St to Telford Ave)	48.5%	51.5%		31,104	15,087
B-25	2008 Bike/Ped	2008	Clackamette Drive (Main St Extension to Highway 99E)	48.5%	51.5%		19,440	9,430
B-26	2008 Bike/Ped	2008	Front Avenue (Forsythe Rd to Holcomb Rd)	48.5%	51.5%		21,384	10,373
B-28	2008 Bike/Ped	2008	High Street (7th St to S 2nd St)	48.5%	51.5%		8,586	4,165
B-29	2008 Bike/Ped	2008	Hilda S/Alden S/Barclay Hills Dr-Molalla Ave to Newell Ridge Dr	48.5%	51.5%		6,480	3,143
B-30	2008 Bike/Ped	2008	Holcomb Boulevard (Abemethy Rd to UGB)	48.5%	51.5%		65,448	31,746
B-31	2008 Bike/Ped	2008	Jackson Street (15th St to 12th St)	48.5%	51.5%		6,480	3,143
B-32	2008 Bike/Ped	2008	Main Street (Main Extension to Singer Hill)	48.5%	51.5%		11,340	5,501
B-33	2008 Bike/Ped	2008	Meyers Road (Highway 213 to Beavercreek Rd)	48.5%	51.5%		See cost for R-98.	-
B-34	2008 Bike/Ped	2008	Railroad Avenue (Main St to Hwy 99E)	48.5%	51.5%		4,860	2,357
B-35	2008 Bike/Ped	2008	Swan Avenue (Forsythe Rd to Holcomb Blvd)	48.5%	51.5%		8,910	4,322
B-36	2008 Bike/Ped	2008	Telford Road (Center St to Holmes Lane)	48.5%	51.5%		8,100	3,929

#	Project Source (1)	Yr of Cost Estimate	Project Title (1)	Eligible Capacity Increasing % (2)		Serving Existing Deficiency	Project Cost (1)	SDC Eligible Cost
B-37	2008 Bike/Ped	2008	Taylor Street (12th St to 7th St)	48.5%	51.5%	10,368	5,029	
B-38	2008 Bike/Ped	2008	Canamah Road (Telford Road to Warner Parrott Road)	48.5%	51.5%	3,564	1,729	
B-39	2008 Bike/Ped	2008	Davis Road (Telford Road to Linn Avenue)	48.5%	51.5%	5,994	2,907	
B-40	2008 Bike/Ped	2008	Cleveland Street (Front Street to Swan Avenue)	48.5%	51.5%	10,692	5,186	
B-41	2008 Bike/Ped	2008	Clackamas River Drive (Hwy 213 to UGB)	48.5%	51.5%	27,540	13,359	
B-42	2008 Bike/Ped	2008	Abernethy Road (Washington Street to Redland Road)	48.5%	51.5%	17,172	8,330	
B-43	2008 Bike/Ped	2008	Fir Street (Molalla Avenue to Beaver Creek Road)	48.5%	51.5%	29,160	14,144	
B-44	2008 Bike/Ped	2008	Melinda Street (Clackamas River Drive to Front Street)	48.5%	51.5%	4,212	2,043	
Recommended Pedestrian Improvements								
P-1	2008 Ped List		Highway 213 (Molalla Avenue to UGB)	48.5%	51.5%	-	-	
P-2	2008 Ped List		Highway 99E (Clackamas River Br to Dunes Drive)	48.5%	51.5%	-	-	
P-4	2008 Ped List		Highway 99E (Turnwater Drive to Hedges Street)	48.5%	51.5%	-	-	
P-5	2008 Ped List		Abernethy-Holcomb Blvd (Washington Street to Winston Drive)	48.5%	51.5%	See cost for R-18.	-	
P-6	2008 Ped List		Abernethy-Holcomb Blvd (Redland Road to Winston Drive)	48.5%	51.5%	See cost for R-18.	-	
P-10	2008 Ped List		Beaver Creek Road (Maplelane Road to UGB)	48.5%	51.5%	See costs for BR-1 & BR-2.	-	
P-11	2008 Ped List		Berta Drive (Clairmont Way to Gaffney Lane)	48.5%	51.5%	116,640	56,578	
P-12	2008 Ped List		Berta Drive (Gaffney Lane to End)	48.5%	51.5%	77,760	37,719	
P-13	2008 Ped List		Boynston Street (Warner Parrott Road to Buol Street)	48.5%	51.5%	See cost for R-13.	-	
P-14	2008 Ped List		Center Street (S 2nd Street to Telford Road)	48.5%	51.5%	388,800	188,593	
P-15	2008 Ped List		Central Point Road (Roundtree Drive to Partlow Road)	48.5%	51.5%	See cost for R-14.	-	
P-16	2008 Ped List		Central Point Road (Skellenger Way to UGB)	48.5%	51.5%	See cost for R-14.	-	
P-17	2008 Ped List		Central Point Road (Roundtree Drive to UGB)	48.5%	51.5%	See cost for R-14.	-	
P-18	2008 Ped List		Clackamas River Drive (Hwy 213 to UGB)	48.5%	51.5%	See cost for R-29.	-	
P-19	2008 Ped List		Clairmont Way (Southwood Drive to Leland Road)	48.5%	51.5%	291,600	141,445	
P-20	2008 Ped List		Clairmont Way (Molalla Avenue to Leland Road)	48.5%	51.5%	388,800	188,593	
P-21	2008 Ped List		Division Street (Selma Street to 12th Street)	48.5%	51.5%	58,320	28,289	
P-22	2008 Ped List		Division Street (Gilman Park Drive to Anchor Way)	48.5%	51.5%	194,400	94,296	
P-23	2008 Ped List		Division Street (15th Street to Anchor Way)	48.5%	51.5%	71,604	34,733	
P-24	2008 Ped List		Forsythe Road (Clackamas River Dr to UGB)	48.5%	51.5%	See cost for R-15.	-	
P-25	2008 Ped List		Front Avenue (Forsythe Road to Holcomb Blvd)	48.5%	51.5%	264,141	128,125	
P-26	2008 Ped List		Gaffney Lane (Meyers Road to Lazy Creek Lane)	48.5%	51.5%	See cost for R-16.	-	
P-27	2008 Ped List		Glen Oak Road (Hwy 213 to Beaver Creek Road)	48.5%	51.5%	486,648	236,056	
P-28	2008 Ped List		Holmes Lane (Molalla Avenue to Linn Avenue)	48.5%	51.5%	213,840	103,726	
P-29	2008 Ped List		Holmes Lane (Laurel Lane to Reliance Lane)	48.5%	51.5%	See cost for R-19.	-	
P-30	2008 Ped List		Leland Road (Warner Milne Road to Whitcomb Drive)	48.5%	51.5%	See cost for R-20.	-	
P-31	2008 Ped List		Leland Road (Haven Road to UGB)	48.5%	51.5%	See cost for R-20.	-	
P-32	2008 Ped List		Leland Road (Hiefield Court to UGB)	48.5%	51.5%	See cost for R-20.	-	
P-33	2008 Ped List		Linn Ave (Jackson Street to Oak Street)	48.5%	51.5%	97,200	47,148	
P-34	2008 Ped List		Linn Ave (Charman Street to Holmes Lane)	48.5%	51.5%	155,520	75,437	

#	Project Source (1)	Yr of Cost Estimate	Project Title (1)	Eligible Capacity Increasing % (2)		Serving Existing Deficiency	Project Cost (1)	SDC Eligible Cost
P-35	2008 Ped List		Linn Ave (Jackson street to Holmes Lane)	48.5%		51.5%	349,920	169,734
P-36	2008 Ped List		Maplelane Road (Beavercreek Road to Country Village Drive)	48.5%		51.5%	See cost for R-21.	-
P-37	2008 Ped List		McCord Road (Daybreak Court to Leland Road)	48.5%		51.5%	See cost for R-22.	-
P-38	2008 Ped List		McCord Road (Central Point Road to Leland Road)	48.5%		51.5%	See cost for R-22.	-
P-39	2008 Ped List		Meyers Road (Leland Road to Highway 213)	48.5%		51.5%	514,026	249,336
P-40	2008 Ped List		Meyers Road (Leland Road to Gaffney Lane)	48.5%		51.5%	291,600	141,445
P-41	2008 Ped List		Parlow Road (South End Road to Central Point Road)	48.5%		51.5%	See cost for R-23	-
P-42	2008 Ped List		Redland Road (Highway 213 to Abernethy Road)	48.5%		51.5%	See cost for R-25.	-
P-43	2008 Ped List		Redland Road (Abernethy Road to UGB)	48.5%		51.5%	See cost for R-25.	-
P-44	2008 Ped List		South End Road (Warner Parrott Road to UGB)	48.5%		51.5%	See cost for R-26.	-
P-45	2008 Ped List		South End Road (Barker Road to Warner Parrott Rd)	48.5%		51.5%	116,640	56,578
P-46	2008 Ped List		South End Road (Barker Road to 2nd Street)	48.5%		51.5%	855,360	414,905
P-47	2008 Ped List		Swan Avenue (Forsythe Road to Holcomb Blvd)	48.5%		51.5%	See cost for R-27.	-
P-48	2008 Ped List		Telford Road (Center Street to Davis Road)	48.5%		51.5%	445,176	215,939
P-49	2008 Ped List		Thayer Road (Maplelane Road to UGB)	48.5%		51.5%	See cost for R-28.	-
P-50	2008 Ped List		Warner Parrott Road (Linn Ave to South End Road)	48.5%		51.5%	316,467	153,507
P-51	2008 Ped List		Washington Street (Abernethy Road to Hwy 213)	48.5%		51.5%	See cost for R-29.	-
P-52	2008 Ped List		S 2nd Street (Turnwater Drive to Center Street)	48.5%		51.5%	77,760	37,719
P-53	2008 Ped List		15th Street (Highway 99E to Taylor Street)	48.5%		51.5%	816,480	396,045
P-55	2008 Ped List		Hood Street (Linn Ave to Gardiner Middle School)	48.5%		51.5%	116,640	56,578
P-56	2008 Ped List		Ethel Street (Linn Ave to Gardiner Middle School)	48.5%		51.5%	174,960	84,867
P-57	2008 Ped List		Jackson Street (16th Street to Atkinson Park)	48.5%		51.5%	77,760	37,719
P-58	2008 Ped List		Park Drive (Linn Avenue to Rivercrest Park)	48.5%		51.5%	194,400	94,296
P-59	2008 Ped List		Hilda Street (Molalla Avenue to Mountain View Cem.)	48.5%		51.5%	194,400	94,296
P-60	2008 Ped List		Warner Street (Molalla Avenue to St. John's Cem.)	48.5%		51.5%	194,400	94,296
Total				48.5%		51.5%	\$ 13,260,367	\$ 6,432,131

NOTES

- (1) 2008 Bike/Ped = Project list provided as an appendix to 2008 Oregon City Transportation SDC Rate memo. DKS Associates.
2008 Ped List = Pedestrian System Plan Sidewalk Projects.
- (2) Based on growth's share of total future peak-hour trips (2005-2030).

2010 Public Works Capital Construction Projects

Project Name	Neighborhood(s)	City's Project Manager	Description	Planning Schedule	Construction Schedule
Main Street Storm Sewer Improvement Project (CI 10-007)	Downtown	Erik Wahrgren, 503.496.1510	Stormwater utility improvement project in Downtown Oregon City including the installation of storm sewer pipe, a pollution control manhole, storm sewer manholes, concrete inlets and other storm improvements; the construction of curbs, sidewalks, ramps, and asphaltic concrete in construction zone; repairs to existing storm sewer pipe; and other work as required on Main Street between 8th and 10th Streets and at the intersections of 6th & 99E, 7th and Main, and 13th and Main. Construction Bid Opening: 6/24/10	May-June, 2010	July-Sept., 2010
Railroad Crossing Safety Improvements (10th Street Crossing) (CI 07-003)	Downtown/ McLoughlin NA	John Burrell, 503.496.1556	The work includes the installation of traffic control devices including electric signs, static signs, loop detectors, poles, cabinets and wiring required to notify the public "DO NOT STOP ON TRACKS" at the Singer Hill railroad crossing. Construction Bids Opened: 5/6/10	July, 2009 to May, 2010	June-July, 2010
2010 Oregon City Slurry Seal Project (CI 10-005)	Park Place/ Rivercrest/ South End/ Hillendale/ Caufield/ Gaffney Lane/ Hazel Grove Westling Farm/ Tower Vista	John Lewis and Jim Burch, 503.657.8241	Annual street preservation installation of a slurry seal application on select Oregon City streets to prolong the life of the streets.	April-June, 2010	July-Sept., 2010
2010 Oregon City Small Works Projects (CI 10-006)	Downtown/ Rivercrest	Erik Wahrgren, 503.496.1510	Three small works projects more specifically identified as: 1) 450 Main St - Installation of sanitary sewer lateral and cleanouts in Main Street an connection to existing sanitary sewer line in 5th Street. 2) 467 Holmes Lane - Installation of stormwater manhole, catch basin and piping on north side of Holmes Lane. 3) 607 McLoughlin Blvd. - Installation of stormwater catch basin and piping on north side of McLoughlin Blvd. and installation of stormwater catch basin and piping in alley west of Apperson Lane. Construction Bids Opened: 5/19/10	March-June, 2010	June-Aug., 2010
2010 Waterline Improvements Project (CI 10-009)	Hillendale	John Burrell, 503.496.1556	2010 capital improvements to Oregon City's water system including waterlines on Eastborne and Chippendale.	May-Aug., 2010	July-Dec., 2010
8th Street Waterline Improvements (CI 09-007)	Downtown	Erik Wahrgren, 503.496.1510	Construction of approximately 240 feet of new waterline along 8th Street between McLoughlin Boulevard and Railroad Avenue. The work also includes connection to the City's distribution system at the intersection with Main Street via two hot-taps, connecting to approximately seven existing water services and locating and abandoning existing waterline in the 8th Street right-of-way. Construction Bids Open: 6/9/10	April-June, 2010	June-Aug., 2010

2010 Public Works Capital Construction Projects

Project Name	Neighborhood(s)	City's Project Manager	Description	Planning Schedule	Construction Schedule
Center Street Rehabilitation (CI 09-010)	McLoughlin	Erik Wahrgren, 503.496.1510	Construction to correct a sinkhole (adjacent to Qwest building) includes: 1. Construction of curb and sidewalk; 2. Excavation of unsuitable material and backfill with CDF beneath all curbs; 3. Removal and replacement of storm drain along with laterals; 4. Milling asphalt concrete and replacement with new asphalt concrete; 5. Removal and replacement of one storm drain inlet. Construction Bids Open: 6/17/10	April-June, 2010	July-Sept., 2010
OR213 - I-205: Redland Road O'xing (Oregon City) (Jughandle) (CI 08-010)	Park Place/ Downtown	Aleta Froman- Goodrich, 503.496.1570	A joint project that will focus in the Hwy 213 / Washington St. area and prepare the area for the increased traffic flow resulting from potential improvement and development projects in the area. See JughandleProject.com .	July, 2009 to Jan., 2011	Feb., 2010- Feb., 2012
2010 Oregon City Roadway Reconstruction Projects (CI 10-004)	Tower Vista/ Hillendale/ South End/ Rivercrest/ Barclay Hills Downtown	John Lewis, 503.657.8241 or Erik Wahrgren, 503.496.1510 John Burrell, 503.496.1556	Construction of 2010 road overlay project utilizing the Pavement Maintenance Utility Fee collected through the City's utility bill.	April-July, 2010	July-Oct., 2010
Clackamette Cove Dredging (CI 07-005)	Hillendale	Aleta Froman- Goodrich, 503.496.1570	On hold pending a funding agreement with Oregon City and Clackamas County.	July, 2009 to June, 2010	TBD
Intersection Improvements on Molalla Avenue at Beaver Creek Road (CI 08-004)	Hillendale	Erik Wahrgren, 503.496.1510	Acquisition of ROW and construction of a dedicated right turn lane on the west leg of Beaver Creek Road going eastbound.	July, 2009 to June, 2010	July-Oct., 2011
Warner Milne Rd: Beaver Creek-Molalla (Oregon City) (CI 08-012)	Hillendale	John Burrell, 503.496.1556	Finish project including pavement reconstruct on Warner Milne Road from Molalla Ave to Beaver Creek Rd, rain garden improvements, and culvert replacement.	N/A	Through July, 2010
Oregon City Amtrak Station, Phases 1B and 2 (CI 09-001)	Downtown	John Burrell, 503.496.1556	Contractor finalizing parking lot improvements including curbs, sidewalks, and asphalt pavement; landscaping improvements; and painting of The Depot.	N/A	Through July, 2010
Waterline Improvement Project, Pope Lane to Forsythe Road (CI 10-012)	CIC	John Burrell, 503.496.1556	Improvements to waterline under I-205 between Pope Lane and Forsythe Road.	June-Aug., 2010	Sept.-Dec., 2010
Glen Oak Road Storm Pond Repairs (CI 10-013)	Caufield	John Burrell, 503.496.1556	Repairs to storm detention pond on Glen Oak Road.	June-Aug., 2010	Sept.-Nov., 2010

Go to orc.city.org/publicworks/construction-projects for more information on all Public Works projects.