



City of Molalla

# Molalla Urban Renewal Agency

## Meeting Agenda

October 26, 2011

**Meeting Location:** Molalla Adult Community Center, 315 Kennel Ave., Molalla, OR 97038  
**Time:** 7 p.m.

This meeting will be televised. The regularly scheduled meeting of the Molalla City Council will convene following adjournment of this meeting of the Molalla Urban Renewal Agency.

Public Comments: Those wishing to address the Urban Renewal Agency on any agenda item are asked to fill out and submit comment cards to the City Recorder prior to the start of the meeting.

### ***Regular Meeting***

**1. CALL TO ORDER**

- A. Flag Salute.
- B. Roll Call.

**2. COMMUNICATIONS**

- A. Written.
- B. Oral.

**3. NEW BUSINESS**

- A. Request to modify the scope of work for the Molalla Forest Road feasibility study grant application.

**4. RESOLUTIONS**

**5. ADJOURN**

# Molalla Urban Renewal Agency

## Agenda Category: New Business

**Subject:** Request to modify the scope of work for the design/feasibility study to upgrade Molalla Forest Road for use as a truck route.

**Recommendation:** By motion:  
1) Submit a revised feasibility study grant application that incorporates issues identified during the October 19, 2011 Town Hall meeting.

**Date of Meeting to be Presented:** October 26, 2011

**Fiscal Impact:** \$9,000 (Urban Renewal Fund)

### **Background:**

During the January 26, 2011 meeting of the Molalla Urban Renewal Agency, the Board approved a commitment of \$9,000 in Urban Renewal funds to be used as local match for a grant from the Oregon Special Public Works Fund for a design feasibility study to improve a section of the Molalla Forest Road for use as a truck route to the Four Corners industrial site only.

A Town Hall meeting held on October 19, 2011 to receive additional citizen comment regarding the feasibility study application generated new ideas and questions worth incorporating into the feasibility study scope of work. The project description in the grant application must be modified, at the request of the funding agency, to remove references to state facilities and adjust project schedule.

Twenty-five thousand dollars (\$25,000) is budgeted in the Urban Renewal Agency Budget for materials and services.

As of the end of 1<sup>st</sup> quarter of Fiscal Year 2011/12, the Urban Renewal Agency has \$171,438 in available resources.

SUBMITTED BY: Ellen Barnes, Agency Director

**APPLICATION - General**

**Infrastructure Finance Authority  
Oregon Business Development Department  
775 Summer St. NE, Suite 200  
Salem, Oregon 97301-1280**

**Applicant:** City of Molalla

**Project Name:** MOLALLA FOREST ROAD – PHASE 1 FEASIBILITY STUDY

Applicant Information	
<b>Applicant's Organization Type:</b>	
<input checked="" type="checkbox"/> City	<input type="checkbox"/> Special District, organized under ORS
<input type="checkbox"/> County	<input type="checkbox"/> Port District, organized under ORS
	<input type="checkbox"/> Tribe
	<input type="checkbox"/> Other _____

<b>Contact Name:</b> Marc Howatt	<b>Phone:</b> 503-829-6855
<b>Title:</b> Public Works Director	<b>Fax:</b> 503-829-3676
<b>Street Address:</b> 117 N. Molalla Avenue Molalla, OR 97038	<b>Email:</b> <a href="mailto:dphw@molalla.net">dphw@molalla.net</a>
	<b>Mailing Address:</b> P.O. Box 248 Molalla, OR 97038

**Applicant's Federal Tax ID No:** 93-6002213

Project Budget				
Budget Line Item	IFA Funding Source 1	IFA Funding Source 2	Non-IFA Funds	Total
Professional/Consultant Fees	\$60,000		\$9,000 10,600	\$69,000 \$70,600
Staff Time/Expenses	0		3,250	3,250
<b>Totals</b>	<b>\$60,000</b>		\$12,250 \$10,600	\$72,250 \$70,600

Source of Non-IFA Funds	Amount	Status Committed, Application Submitted, Application Invited, or Potential Source
City of Molalla - Urban Renewal	<del>\$ 9,000</del> \$10,600	Committed Subj to Council approval
City of Molalla - In-kind Staff	3,250	Committed
<b>Total</b>	<del>\$12,250</del> \$10,600	

#### Problem/ Opportunity

Molalla continues its efforts to bring new and expanding employment opportunities to the community. Molalla's key employment opportunity sites include the 25-acre Avison certified industrial site, 110-acre Floragon industrial site and the Four Corners Industrial Park. Access to these industrial sites through Molalla is challenged due to the current condition of Highway 211 (lack of turn lanes, sidewalks and bike lanes, need for a signal at OR 211-Molalla Avenue) and continued business and residential growth exacerbates the need for improvements on the highway. As growth occurs, the City, through its land use review process, and ODOT (if the site is directly accessing a state highway) may require traffic mitigation improvements as conditions of approval, which can be a disincentive to expanding or relocating businesses. The City is concerned that if a proactive solution to the transportation challenges impacting our employment lands is not identified, businesses will not expand or locate in Molalla.

The City of Molalla's adopted Transportation System Plan (TSP) identifies the Molalla Forest Road as a future arterial to provide access to the industrial lands and provide a parallel route/alternative to OR 211. The Molalla Forest Road served as the truck route when the timber industry was thriving in the area, but the designated truck route is now OR 211. Molalla Forest Road connects the community from the east from OR 211 via Mathias Road, adjacent to the Avison, Floragon and Four Corners properties, then west to Highway 213. The City's comprehensive plan has policies calling for improving the Molalla Forest Road to once again serve as the truck route through the city and provide unencumbered access to Molalla's employment lands in order to promote business growth and job creation.

#### Response to Problem/ Opportunity

In order to ascertain whether the Molalla Forest Road is a viable option for providing truck access for Molalla's employment lands, we need to conduct a study to determine the feasibility and affordability, as well as to develop a strategic plan for implementation. To address the immediate job creation needs of the community, we are proposing to conduct a feasibility study, carried out in multiple phases. The first phase (Phase 1) includes identifying the feasibility of developing Forest Road as a city arterial from S. Molalla Avenue west to S. Highway 213, with a focus on its role as a truck access route for industrial businesses and employers. The study will also identify transportation elements; water, sewer and storm water extensions; stakeholders and partners; estimated costs; and funding; as well as structuring project phases and providing the guiding document and "next steps" for the community and partners to follow. Additional phases will be identified in Phase 1 of the Study and addressed in a later analysis.

#### Detailed project description

The City of Molalla owns the right of way of the Molalla Forest Road (see attached Molalla TSP Functional Classification System map). The City TSP (adopted in 2001) designates the Molalla Forest Road as a future Major Arterial. The facility is currently a narrow asphalt road primarily built on elevated fill. It traverses wetlands and creek crossings, with the majority of its alignment currently passing through rural lands which have not yet been annexed; a portion of the alignment is outside of the City's urban growth boundary.

The future Molalla Forest Road arterial would primarily serve employment lands. It is planned to provide an east-west alternative to OR 211 through the southern portion of Molalla's urban growth boundary with existing connections to OR 211 on the west and S. Molalla Avenue to the east. The City's comprehensive plan, TSP, and the Downtown Development/OR 211 Streetscape plan all call for shifting the local truck route from OR 211 onto Molalla Forest Road due to the negative impacts of freight movements through the OR 211 corridor within the City, particularly through the core of downtown.

Phase 1 study area encompasses lands between OR 213 on the west, OR 211 on the north, S. Molalla Avenue on the east, and Molalla Forest Road on the south. Transportation assessment will focus on Molalla Forest Road between OR 211 and S. Molalla Avenue, S. Molalla Avenue between Molalla Forest Road and OR 211 to the north, existing and City TSP planned intersections of the Molalla Forest Road between OR 211 and S. Molalla Avenue, as well as westerly extension of Lowe Road between Molalla Forest Road and OR 213. (See attached vicinity map overlay of Molalla TSP Functional Classification Map.)

Goals and Objectives for the Feasibility Study: The City of Molalla will hire a qualified consultant to carry out the scope of this work. Consultant will work closely with a designated "Project Management Team" (PMT) which will consist of representatives from City staff, Urban Renewal Agency, Molalla Fire Department, ODOT, Clackamas County Transportation Department, Business Oregon, Team Molalla, and at least one property owner adjacent to the study area. The goal of this effort is to first determine the future of the Molalla Forest Road, Highway 211 and S. Molalla Avenue within the City of Molalla UGB, working closely with ODOT and Clackamas County. The next step will be to determine the estimated effort and budget necessary to improve or reconstruct the Molalla Forest Road so that the City, with support from ODOT and the county can work together to move the project forward. Primary objectives and project tasks are detailed as follows:

- Project Management: Consultant will provide project administration and will work with the PMT throughout the study development. Each month Consultant will prepare a status report of work completed, summarizing the percent of task completed compared with budget spent, schedule, budget status and key contacts made during the period. Consultant will develop and maintain a detailed schedule for completion of all tasks. Consultant's will meet in-person or by teleconference monthly with the PMT as well as through regular communication by phone and email.
- Work Tasks: The Consultant shall perform professional and technical services to provide *concept level* design of access and road improvements, traffic studies, *preliminary* assessment of environmental and constructions impacts, *preliminary* cost estimates, phasing and implementation plan, and final technical report. Consultant will coordinate and work with the PMT, and when necessary, city, county, state and ODOT representatives.

#### Detailed project description

Specific tasks for completion include:

1. **Existing Conditions and Data Analysis:** Consultant will work with city, county, and ODOT to collect existing and planned conditions and classifications of the Molalla Forest Road including right of way, construction and environmental resources within the existing Molalla Forest Road alignment based on available data; as well as intersections of the Molalla Forest Road with existing, planned and potential city and county roads. Consultant shall also obtain data on the segment of S. Molalla Avenue between the Molalla Forest Road and Highway 211. Consultant will analyze existing transportation conditions; will identify deficiencies in safety, mobility and access for all modes and users of the system; and will identify roadways that should be examined further for potential improvement in traffic operations and safety directly related to freight mobility.
2. **Agency/Stakeholder Coordination:** Consultant will facilitate discussions between the city, Clackamas County, ODOT and freight stakeholders and on the potential of designating Molalla Forest Road as a *local truck route* to serve employment lands.
3. **Planning Level Traffic Analysis and Recommended Improvements:** Consultant will conduct a *planning level traffic impact analysis* of existing and future traffic conditions in the study area including an evaluation of existing conditions and planned collector and arterial intersections with the Molalla Forest Road and its arterial extensions and identification of necessary intersection improvements for the near and long term.

Consultant shall complete an assessment and recommend the best alignment for the Arterial's connection to from S. Molalla Avenue to Highway 213. The City's adopted TSP indicates the future Arterial would run along the existing Molalla Forest Road alignment which connects to Highway 211 and then travels west to Highway 213. An evaluation/comparison of this alignment with a potential new alignment from Molalla Forest Road-Lowe Road directly west to Highway 213 should be investigated from traffic control, safety, freight and community compatibility and improvement cost perspectives.

Consultant will also identify necessary amendments to the City and/or Clackamas County TSP and/or UGMA, compliance with the state Transportation Planning Rule and relevant state goals, and elements to be addressed in a Memorandum of Understanding between the City, Clackamas County and ODOT.

4. **Conceptual Design:** The Consultant will develop conceptual design and selection of interim and full improvement cross-section design and right of way dimensions for Molalla Forest Road and its determined arterial extensions. The conceptual design will consider anticipated transportation needs, available right of way and potential for land development/frontage improvements and right of way dedication by adjacent parcels under the city and county adopted comprehensive plans' zoning.
5. **Conceptual Design Cost Estimates:** Consultant shall develop planning-level cost estimates for the conceptual design and construction of the Molalla Forest Road, arterial extensions, and intersection improvements for local, county and state highway connections. Consultant shall also identify potential funding sources for project development and construction for improvements of affected city, and county and state facilities.

**Detailed project description**

- 6. **Phasing and Implementation Strategy:** Consultant shall develop a phasing and implementation strategy for the construction of Molalla Forest Road, arterials and intersections. This phasing and implementation strategy will be further developed through meetings with local, county and state agency representatives.
  
- 7. **Technical Reports and Presentation Materials:** Consultant shall prepare a draft and final technical report that documents findings, analyses, designs and plans as prepared under this scope of work.
  
- 8. **Project Deliverables and Closeout:** Consultant shall maintain a complete project file for all meeting minutes, preparations, materials, studies, drawings, reports, project correspondence, research materials, and additional documents resulting from the scope of work outlined herein and will provide to the City of Molalla at the end of this project. Both paper copies of the project file and electronic files of the final reports and drawings shall be provided to the City of Molalla along with any close out accounting and administrative files.

Please note: SPWF funds and the City's match will not be used to fund planning/engineering (or construction) activities on the state right-of-way/highway. The City's match will be applied towards any costs incurred for planning or engineering on state right-of-way (if necessary).

**If interim financing is needed – indicate the source(s)**

N/A

**Project Work Plan**

<b>Activity</b> <i>(TARGET DATES TO BE REVISED)</i>	<b>Estimated Start Date</b>	<b>Estimated Completion Date</b>
Funding Approval & Signed Contract	9-20-2011	10-15-2011
Develop and Publish RFP (with PMT)	10-1-2011	10-31-2011
Hire Consultant – Project Underway	11-1-2011	11-30-2011
Feasibility Study Completion	12-1-2011	5-15-2012

Estimated First Draw Date (dd/mm/yy): 01/15/12

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**General Certification:**

I certify that to the best of my knowledge all information contained in this document and any attached supplements, is valid and accurate. I further certify that, to the best of my knowledge:

- 1) The application has been approved by the governing body or is otherwise being submitted using the governing body's lawful process, and
- 2) If signed by an official, other than the highest elected official, documentation is attached that verifies the official's authority to sign on behalf of the applicant. Such documentation can include a resolution, ordinance, order, governing body meeting minutes, or charter.

\_\_\_\_\_  
**Signature**  
**(must be highest elected or authorized official)**

\_\_\_\_\_  
**Mike Clarke, Mayor**  
**Printed Name & Title**

\_\_\_\_\_  
**Sept. 20, 2011**  
**Date**

This information may be found at: <http://www.leg.state.or.us/index.html>

State Senator Name: Jeff Merkley                      District Number: OS2

State Representative Name: Kurt Schrader              District Number: 005

**FOR IFA USE ONLY**

Concept Number: \_\_\_\_\_

Intake approval date: \_\_\_\_\_

**Project Type**

Planning                       Construction                       Other \_\_\_\_\_

Design                       Design & Construction





# Molalla City Council

Meeting located at:  
Molalla Adult Community Center  
315 Kennel Ave.  
Molalla, OR 97038

**October 26, 2011**

**Regular Meeting Agenda**

**Work session:** 6:30 p.m. The Council will review and discuss agenda items for the business meeting.

**Business meeting:** 7 p.m. The Council has adopted Public Participation Rules. Copies of these rules and public comment cards are available at the entry desk. Public comment cards must be turned into to the City Recorder prior to the start of the Council meeting.

The City will endeavor to provide a qualified bilingual interpreter, at no cost, if requested at least 48 hours prior to the meeting. To obtain services call the City Manager at 829-6855.

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***983<sup>rd</sup> Regular Meeting***

**1. CALL TO ORDER**

- A. Flag Salute.
- B. Roll Call.
- C. Approval of Minutes
  - 1) Minutes of Sept. 21, 2011 Special Meeting.
  - 2) Minutes of Oct. 12, 2011 Regular Meeting.

**2. COMMUNICATIONS**

3. **AWARDS & RECOGNITIONS**

4. **PUBLIC HEARINGS**

- A. Land Use Application for Proposed Apartment and Retail Development (Public Hearing Continued from August 24, 2011)

5. **CONTINUING BUSINESS**

- A. Revised Molalla Comprehensive Plan

6. **NEW BUSINESS**

- A. Approval of Expenditures over \$10,000  
B. Molalla Arts Commission Guidelines and Procedures  
C. Molalla Buckeroo Property Tax Exemption

7. **ORDINANCES**

- A. Ordinance No. 2011-08, Relating to the Moving of Buildings Over City Rights-of-Way (2<sup>nd</sup> Reading).  
B. Ordinance No. 2011-09, Amending the Council Rules Relating to Boards and Commissions (1<sup>st</sup> Reading).  
C. Ordinance No. 2011-10, Amending the Molalla Municipal Code Relating to the Arts Commission (1<sup>st</sup> Reading).

8. **RESOLUTIONS**

- A. Resolution No. 2011-15, Establishing a Structure Moving Permit Fee.

9. **PROCLAMATIONS**

10. **REPORTS AND ANNOUNCEMENTS**

11. **EXECUTIVE SESSION**

12. **ADJOURNMENT**

Minutes of the Molalla City Council Regular Meeting  
Molalla Adult Center  
315 Kennel Ave. Molalla Oregon 97038  
Wednesday, September 21, 2011 7 p.m.

Special Meeting

ATTENDANCE: Mayor Clarke, present; Councilor Thompson, present; Steve Clark, present; Councilor Needham, present; Councilor Rogge, present; Councilor Pottle, present; Councilor Wolf, present.

STAFF IN-ATTENDANCE: City Attorneys Chris Crean and David Doughman, present; City Manager Atkins, present; City Recorder Sadie Cramer, present; Public Works Director Marc Howatt.

Mayor Clarke called the meeting to order and advised that there were two items for this special meeting. An Ordinance and a Resolution.

ORDINANCE 2011-06: AN ORDINANCE RELATING TO THE MOVING OF EXISTING BUILDINGS OVER CITY RIGHTS-OF-WAY AND DECLARING AN EMERGENCY.

Councilor Rogge moved to read Ordinance 2011-6. Councilor Pottle seconded. Motion carried (7-0). (Mayor Clarke, aye; Councilor Thompson, aye; Councilor Clark, aye; Councilor Needham, aye; Councilor Pottle, aye; Councilor Wolf, aye).

Mayor Clarke read Ordinance 2011-6 in its entirety.

Councilor Rogge moved to read Ordinance 2011-6 for the second time by title only. Councilor Pottle seconded.

Councilor Clark asked if this Ordinance was drafted due to a recent structure move which had caused some damage to city property, and asked if the damage had been repaired, and if the contractor had contractors insurance.

City Manager Atkins advised that the ordinance was drafted in response to the recent moving of houses, that damage caused during the move had been repaired, and that the contractor did have insurance.

Councilor Clark expressed frustration that there is an emergency clause attached to the proposed Ordinance, when the structures were being prepared to move several months ago. CM Atkins noted that he only recently became aware that the third of three houses surplus by Molalla Communications was to be moved during the coming weekend.

Public Works Director Howatt explained the moving of buildings in question and also explained why he believed Ordinance 2011-6 would be beneficial to the City.

Councilor Rogge asked questions regarding the previous building move, as well as the forthcoming building move.

There was discussion on the safety issues in moving a building.

A representative of the moving contractor stated that everyone within the route of the previous moving of the building was notified two days prior to the move.

Mayor Clarke advised that this proposed Ordinance is not just for the upcoming moving of a building, but for future ones as well. He explained that the city cannot look at just one house at a time.

Councilor Rogge advised she would like to know what the problem was with the move as this is out of the normal business.

Councilor Needham explained that he has some concerns about the "emergency". He stated he did not see a justification for an emergency clause to be invoked when the scheduled move is four

days away. He felt that it would not allow time to comply with the requirements, providing insurance, etc. He further stated it was an unreasonable overreaction and he protests the circumstances of this meeting to discuss it. He felt it should be considered in a regular Council meeting.

City Manager Atkins advised that he spoke with the owner of the house to be moved and the property owner stated he had read the proposed ordinance that was posted on the web site and did not believe it would be a hindrance in getting the house moved. CM Atkins added that he brought this Ordinance to the Council for the city's protection and in its best interest. He advised that the house will be moved on Saturday, with or without this ordinance. The question is does whether Council desires to have the added protection or not.

In reply to a question from Councilor Clark, Public Works Director Howatt advised that the company performing the move is bonded, so if there is any damage the city has recourse on the bonding.

Councilor Pottle stated that he has seen a lot of houses being moved and notice does not include knocking on doors, but rather the city taking steps to block off all parking along the move route. Public Works would examine the street for trees, wires, etc. to be assured there were no potential problems. He stated that if this is not taken care of, the city will have problems again. It is difficult to control someone parking in the street, but if you have a do not park sign you then have control.

Mayor Clarke reminded the Council that there is a motion and a second to read Ordinance 2011-6 for a second time by title only. The question was called. The vote was four in favor, three opposed. Mayor Clarke, aye; Councilor Pottle, aye; Councilor Rogge, aye; Councilor Wolf, aye; Councilor Clark, nay; Councilor Needham, nay; Councilor Thompson, aye.

City Manager Atkins advised that in the absence of unanimous Council approval, this Ordinance would be read by title only at the next regularly scheduled Council meeting.

#### RESOLUTION 2011-15: A RESOLUTION ADOPTING A FEE FOR A STRUCTURE MOVING PERMIT

Mayor Clarke read the Resolution in its entirety.

City Manager Atkins advised that the Council should postpone action on this Resolution, explaining that the Resolution should be adopted after the Ordinance is adopted.

This item was tabled.

#### ADJOURNMENT

Councilor Rogge moved to adjourn the meeting. Councilor Needham seconded. Motion carried (7-0). (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Wolf, aye; Councilor Thompson, aye; Councilor Clark, aye; Councilor Needham, aye).

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City Recorder Sadie Cramer

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Mayor Mike Clarke

Minutes of the Molalla City Council Regular Meeting  
Molalla Adult Center  
315 Kennel Ave. Molalla Oregon 97038  
Wednesday, October 12, 2011 7:00PM

**ATTENDANCE:** Mayor Mike Clarke, Present; Councilor Stephen Clark, Present; Councilor Jim Needham, Present; Councilor George Pottle, Present; Council President Debbie Rogge, Present; Councilor Jimmy Thompson, Present; Councilor Dennis Wolfe, Present.

**STAFF IN-ATTENDANCE:** City Manager John Atkins, Jr.; City Recorder Sadie Cramer; Tom Glogau, Auditor from Grove, Mueller and Swank.

**MINUTES**

Councilor Needham made a motion to approve the minutes with changes. Councilor Clark seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Clark, Aye; Councilor Needham, Aye; Councilor Pottle, Aye; Councilor Rogge, Aye; Councilor Thompson, Aye; Councilor Wolfe, Aye.

Mayor Clarke introduced the new City Manager Ellen Barnes to the audience. Ellen Barnes thanked the Council and the citizens for giving her the opportunity to serve the community of Molalla and that this is going to be an absolute amazing adventure, one that she looks forward to.

**ORAL COMMUNICATIONS**

**AWARDS AND RECOGNITION**

Mayor Clarke recognized Alan Cain and presented him with the Governor's 2011 Fitness Leadership Award for his participation in the youth athletics and commended his efforts.

**PUBLIC HEARINGS**

**CONTINUING BUSINESS**

**NEW BUSINESS**

**AUDITORS DISCUSSION RELATING TO FY-2009-10 AUDIT REPORT.**

The Council requested that a representative from Grove, Mueller and Swank, the City's auditing firm be invited to the October 12, 2011 Council meeting to respond to any concerns Councilors may have regarding the FY 2009-10 Audit Report, previously distributed.

Finance Director, Peggy Johnson stated that when she distributed the audit report a couple of weeks ago there were questions and concerns from the Council so she asked Tom Glogau, the head auditor from Grove, Mueller and Swank to come to the Council meeting tonight to answer any questions they now may have.

Councilor Pottle stated that since he was the one who originally brought this up he would like to ask a couple of questions. Councilor Pottle read the following from the June 30, 2010 audit report:

*"Since the City did not accurately record its receipts and disbursements and we were not able to apply other auditing procedures to satisfy ourselves as to the amounts of receipts and disbursements or the allocations of such items by fund, the scope of our work was not sufficient to enable us to express, and we do not express, an opinion on the respective financial position of the governmental activities, the business type activities, each major fund and the aggregate fund information of the City of Molalla, as of June 30, 2010, and the respective changes in financial position thereof for the year then ended, in conformity with the*

*basis of accounting described in the summary of significant accounting policies in the notes of the financial statements."*

Councilor Pottle asked Mr. Glogau to clarify how this was corrected and if he was the one who did the audit last year? Why didn't we have this problem last year?

Mr. Glogau stated that the June 30, 2010 audit, there were problems that had not existed in previous years. We ended up with \$40,000 in the bank and we couldn't be sure where it came from. Since we couldn't be sure FD Johnson made her best guess as to where it most likely came from which was from the water and sewer or from an EFT transfer, but we can't say for sure. That is why we don't express an opinion because we didn't have enough evidence to say with certainty that the allocation was correct. Mr. Glogau and Council entered into a brief discussion relating to this matter.

Councilor Rogge asked if those irregularities of June 2010 have been corrected. Mr. Glogau stated that the situation on June 2010 that caused us to not be able to express an opinion has been corrected. The June 2011 report will have a clean opinion. We are confident the numbers are accurate.

Councilor Needham asked if it would be possible for Council to have a copy of the auditor's report in the future. Mr. Glogau stated that that would be possible.

Mayor Clarke stated that it is typical for other cities to have deficiencies. Over all of the years Molalla has had a clean slate. Mr. Glogau stated that this is the first time Molalla has had a problem like this. That is the reason that the audit report was late, because this hasn't happened before.

Mayor Clarke commended FD Johnson for her diligence in this matter and thanked Mr. Glogau for his time on this matter.

Councilor Clark asked Mr. Glogau if this would effect on the bond rating. Mr. Glogau stated it is possible, that he was told by bond council that when you have bonds that are supported by property tax revenues where the city has the legal authority to levy taxes to pay the debt service. That's because the only thing that matters because you always have a guarantee you can get the money. If you have revenue backed bonds, not having a clean accounting system could have an effect the city's bond ratings.

Councilor Pottle asked Mr. Glogau where the money went to or came from? Mr. Glogau stated that he believes it was a payroll liability, not being recorded at the right amounts. FD Johnson stated that she believes it was the EFT electronic transfers.

## **DISCUSSION AND PUBLIC COMMENT: PROPOSED NOISE ORDINANCE REVISIONS**

CM Atkins stated this is in response to complaints of over-amplified sound coming from concerts at the Buckeroo Grounds this summer, the City Council directed staff to review the noise ordinance and to suggest possible revisions. Staff has done this, and the suggested revisions have been reviewed by the city attorney and discussed with a noise compliance specialist with the Portland Police Bureau as to applicability and enforceability.

In developing the revisions, staff reviewed the noise ordinance in effect in several other cities, including Canby. The suggested revisions have attracted written comments from members of the community and these are included in the agenda packet, along with some background information on noise measurement. Council options include:

- 1) Give direction to staff to prepare an ordinance as currently suggested, or with more permissive or restrictive sound limits.
- 2) Specify that the sound limits are recommendations
- 3) Take no action at this time in order to give the Buckeroo Association an opportunity voluntarily to control over-amplified sound from concerts next season, 4) Limit the

hours during which the noise ordinance exemption is in effect at the Buckeroo Grounds (currently it is 7 a.m. to midnight)

- 4) Provide a variance for fireworks displays if an ordinance revision is desired.

Amy Koski, representing TEAM, 112 Engle Ave. read a letter written by TEAM in regards to the noise ordinance pertaining to the Molalla Buckeroo. The letter references a request for City Council to wait to make any decisions at this time.

Grant Sharp, 15450 S Freyer Park Rd, stated that in his business he is familiar with the noise ordinance. Mr. Sharp believes that there are differences in sound due to weather and other key elements which should be considered before restricting sound levels before approving the ordinance.

Michelle Mills, 173 Finney's Ave., stated that the Molalla Buckeroo association requests that the Council not make a decision at this time until the association can make some sort of an agreement with the City.

Council entered into a brief discussion with Michelle Mills. Council asked if the Molalla Buckeroo Association would be willing to bring back their recommendation for an ordinance to be considered by council at a later date. Mrs. Mills stated that would not be a problem and the MBA would do so.

Shannon Horn, President of the Molalla Rotary Club stated that the Rotary Club does all of the parking in the Bohlander field. Mr. Horn stated that if the noise ordinance is too restrictive it will cause concerts and other events to go elsewhere. He also stated that the city's Parks and Recreation fund would be losing money due to less funding in conjunction with the non-profit organization as well. In closing Mr. Horn stated "Let's keep the commerce but let's also be respectful to the citizens."

Councilor Thompson moved to table this item until the Molalla Buckeroo comes back to Council with their recommendations, not to exceed 3 months. Councilor Rogge seconded. Motion carried (6-1) (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Clark, aye; Councilor Needham, nay; Councilor Thompson, aye; Councilor Wolfe, aye).

### **BMX TRACK LEASE AGREEMENT**

It has come to light that the City's lease agreement with the American Bicycle Association for use of the BMX track in Molalla expired in 2009. Staff has developed a new lease agreement in consultation with the city attorney, city insurance carrier, and the American Bicycle Association. The Molalla River BMX Club is an all-volunteer affiliate of the ABA that operates and maintains the Molalla BMX facility (rent free) and conducts sanctioned BMX competitions there throughout the year. The City's relationship with the Molalla River BMX Club has been trouble-free over the years, and the facility has provided thousands of youth from Molalla and all over Western Oregon with top-of-the-line BMX recreation events. Numerous improvements to the BMX facility have been made by the club-most recently a new concession stand. The new agreement continues the relationship with ABA and Molalla River BMX on the same terms and conditions as before, although it does include new language concerning the ABA's obligations and responsibilities in operating the track as it relates to storage of hazardous substances, nuisance abatement, ADA requirements (where applicable) the Workers Compensation (where applicable), among other items. The ABA has reviewed this agreement and finds it acceptable.

Councilor Clark moved to approve the BMX Track lease agreement with amendment. Councilor Rogge seconded. Motion carried (7-0) (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Clark, aye; Councilor Needham, aye; Councilor Thompson, aye; Councilor Wolfe, aye).

**AUTHORIZATION OF EXPENDITURES OVER \$10,000**

MMC 1.02.240 requires council approval for payment of expenses over \$10,000 from budgeted funds. Pending invoices are as follows:

- Murray Smith and Associates, Engineering Progress Payment Stowers Road in the amount of \$10,392.37
- Molalla School District for School Excise Fees in the amount of \$11,303.

Councilor Rogge moved to authorize payment to Murray Smith and Associates in the amount of \$10,392.37 and the Molalla River School District in the amount of \$11,303.00 for School Excise Fees. Councilor Needham seconded. Motion carried (7-0) (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Clark, aye; Councilor Needham, aye; Councilor Thompson, aye; Councilor Wolfe, aye).

**JANE WYNN MEMORIAL**

With the consent and support of her family, a memorial to the late Jane Wynn, former Council member and community benefactor, is proposed in Clark Park. During her time on the City Council, Jane was instrumental in having the concession stand and restrooms constructed in Clark Park. The proposed memorial would be in the form of a concrete monolith adorned with a bronze plaque naming the oak grove in Clark Park in her honor. The monument would be constructed by the public works department staff. (A similar monument was installed by PW staff at the squirt pad in Fox Park in honor of Dean Madison a few years ago.) Plans for the installation in Clark Park are attached.

Councilor Rogge moved to approve the memorial to the late Jane Wynn at Clark Park in the oak grove. Councilor Thompson seconded. Motion carried (7-0) (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Clark, aye; Councilor Needham, aye; Councilor Thompson, aye; Councilor Wolfe, aye).

**ORDINANCES****ORDINANCE 2011-06 AN ORDINANCE RELATING TO MOVING OF BUILDINGS OVER CITY RIGHTS-OF-WAY AND DECLARING AN EMERGENCY**

At a previous council meeting, Ordinance No. 2011-06 relating to moving of buildings over city right of way and declaring an emergency was approved 4-3 on first reading. A pending house moving operation that prompted the council's consideration of the ordinance has since been accomplished, so emergency action is no longer required. Staff is resubmitting the ordinance without the emergency declaration for council to consider. The city attorney advises that the council is not obligated to act on 2nd reading the original ordinance and that a motion to table it indefinitely is in order. Then the council may take up first reading of the modified ordinance without the emergency declaration.

Councilor Clark moved to table Ordinance 2011-06 indefinitely, An Ordinance Relating to Moving of "Buildings Over City Rights-of-Way" and declaring an emergency. Councilor Rogge seconded. Motion carried (7-0) (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Clark, aye; Councilor Needham, aye; Councilor Thompson, aye; Councilor Wolfe, aye).

**ORDINANCE 2011-08 AN ORDINANCE RELATING TO MOVING OF BUILDINGS OVER CITY RIGHTS-OF-WAY**

The City of Molalla lacks an ordinance regulating the moving of buildings on public-right-of-way. The attached ordinance was prepared by the city attorney and is identical to an ordinance currently in force in the City of Happy Valley. Staff recommends adoption of the ordinance in order to provide for systematic planning, notification and coordination of public



and private agencies in house-moving operations, to provide the damage recovery and adequate indemnification of the city.

Councilor Rogge moved to read by title only with the amendment made by the City Attorney, Ordinance 2011-08 An Ordinance Relating to Moving of Buildings Over City Rights-of-Way. Councilor Clark seconded. Motion carried (6-1) (Mayor Clarke, aye; Councilor Rogge, aye; Councilor Pottle, aye; Councilor Clark, aye; Councilor Needham, nay; Councilor Thompson, aye; Councilor Wolfe, aye).

#### **ORDINANCE 2011-7 AN ORDINANCE RELATING TO MEMBERSHIP ON BOARDS AND COMMISSIONS (SECOND READING)**

At a previous meeting, Council approved on first reading by title only an ordinance prohibiting current city employees from serving on city boards and commissions established by ordinance and prohibiting from being appointed to boards and commissions until one year has elapsed from their separation of employment with the city. The ordinance now returns to the Council for second reading and adoption.

Glen Boreth, 623 S Molalla Ave., stated that he is opposed to an ordinance restricting city employees from being on boards and commission up to one year. Former employees can give constructive criticism and are very helpful.

Roger Peterson stated that 2011-7 would prevent any and all former City of Molalla employees from serving as a volunteer on a board or commission.

Thomas Eskridge, 13943 S Herman Rd, stated that having a cooling off period is a standard practice.

Councilor Thompson moved to approve by title only a second time Ordinance 2011-7 An Ordinance Relating to membership on Boards and Commissions (Second Reading). Councilor Rogge seconded. Motion carried (5-2) (Mayor Clarke, nay; Councilor Rogge, aye; Councilor Pottle, nay; Councilor Clark, aye; Councilor Needham, aye; Councilor Thompson, aye; Councilor Wolfe, aye).

Councilor Thompson moved to approve an Ordinance 2011-7 An Ordinance Relating to membership on Boards and Commissions (Second Reading). Councilor Clark seconded. Motion carried (5-2) (Mayor Clarke, nay; Councilor Rogge, aye; Councilor Pottle, nay; Councilor Clark, aye; Councilor Needham, aye; Councilor Thompson, aye; Councilor Wolfe, aye).

Councilor Thompson made a motion that the City Councilors or Mayor not be allowed to serve on boards and commissions for a one year after separation from appointment. Councilor Rogge seconded. Staff was directed by Council to draft an ordinance to that effect to be considered at the next council meeting.

#### **RESOLUTION**

##### **Resolution 2011-15 A Resolution Establishing a Structure Moving Permit Fee**

This resolution implements Ordinance 2011-15, relating to moving of buildings over city rights-of-way.

No motion made on Resolution 2011-15 A Resolution Establishing a Structure Moving Permit Fee until next Council meeting due to the Ordinance not passing unanimously.

#### **REPORTS AND ANNOUNCEMENT**

Sadie Cramer reminded everyone that 2nd Friday is coming up on October 14th and that MAC is holding a second Block Party in the underground art gallery in the basement of ArtSmith Art and Business Supply Store located in the center of town.

Councilor Pottle reminded everyone to come and support the Adult Center by coming to the spaghetti feed and silent auction on October 15th.

CM Atkins stated that he will be cooking for the spaghetti feed. He also stated that the Planning Commission will bring back to Council the comprehensive plan for further discussion on October 26<sup>th</sup>. The comp plan will not have the 50 year projection or the urban reserve area in it. After review and discussion of the comp plan has been done by Council on October 26<sup>th</sup> the Planning Commission will continue to work on it so it can be presented to Council for further direction at the November 9<sup>th</sup> Council meeting.

CM Atkins stated that it has been a terrific experience working for the City of Molalla and the City Council for the past 4 years. He wished God speed to all of the council members.

Councilor Clark wished CM Atkins good luck in his retirement and golf games.

Councilor Wolfe told CM Atkins that it has been a pleasure working with him.

Councilor Thompson thanked CM Atkins for his time and commitment to the city and that he will be missed.

Councilor Needham told John Atkins that he has done an exceptional job as City Manager. He also stated that this Friday is 2nd Friday and that he got a letter from the Chamber of Commerce stating that on October 31, there will be a trick or treat downtown.

Councilor Pottle stated that on November 9th at the Urban Renewal meeting the discussions will be the Fire Department has a chance to purchase some property, which is a time sensitive matter. Also, he would like to talk about the city's help in conjunction with the Fire Department for EMT's to be present at all school functions on a permanent basis. Councilor Pottle told John Atkins that it has been a pleasure working with him and that he will be missed.

Councilor Rogge stated that MAC has completed the by-laws for this year and hopefully we will have them at the next council meeting. She also thanked John for all of the help that he has given her and she will miss him.

Mayor Clarke stated that the Apple Festival had great attendance this year. He also stated that the middle school will be sponsoring a presentation for the veterans on Thursday November 10th at 12:30pm. Mayor Clarke thanked John Atkins for the time that he got to work with him.

### **ADJOURNMENT**

Councilor Needham moved to adjourn. Councilor Rogge seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Thompson, Aye; Councilor Wolfe, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye

Dated this 26th day of October, 2011.

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City Recorder, Sadie Cramer

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Mayor Mike Clarke

# City Of Molalla

## City Council Meeting

### Agenda Category: Public Hearing

**Subject:** Land Use Application for Proposed Apartment and Retail Development (Public Hearing Continued from August 24, 2011)

**Recommendation:** The Planning Commission recommends approval, with conditions

**Date of Meeting to be Presented:** October 26, 2011

**Fiscal Impact:** See background statement below

**Background:** (Type a brief detailed summary of the item to be presented.)

On May 17, 2011, the Planning Commission approved, with numerous conditions, a land use application submitted by Mr. Troy Vest to develop 164 apartment units and four retail structures consisting of approximately 30,000 square feet of commercial space between Hart and Shaver avenues south of W. Main Street (State Highway 211) in Molalla. The consolidated land-use application consists of a comprehensive plan map amendment, zone change, site design review, conditional use and partition to change land currently zoned light industrial to commercial. The Planning Commission added a condition that the applicant be required to pay a proportionate share of the cost of installing a traffic signal at Main Street and Molalla Avenue. In its decision, the Planning Commission incorporated the recommendations of Oregon Department of Transportation for the traffic signal and highway and access improvements. Fiscal Impact: This proposed development is within the boundaries of the Molalla Urban Renewal District. Property tax revenue generated from increased assessed value of the property resulting from the improvements would accrue to the Urban Renewal District to carry out future city improvements. The project is also estimated to generate in excess of \$150,000 in permit fees to the city.

SUBMITTED BY: Ellen Barnes, City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

**Agenda Item**

4 . A

City Recorder Use Only

# Memo

To: City Council  
From: John Atkins, Jr., City Manager  
Date: August 19, 2011  
Re: Hart Avenue Apartment/Retail Development

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At its July 27<sup>th</sup>, 2011 meeting, the Council asked staff to research several questions relating to the applicability of Ordinance No. 2009-08, waiving up to \$1 million in SDCs (excluding Park SDCs) for new commercial and industrial development.

In a previous written staff response, it was established that the Hart Avenue Apartment/Retail Development application was deemed complete prior to the Dec. 30, 2010 filing deadline.

Questions from the Council and staff responses follow:

1. Q. Did the Planning Commission meet between Dec. 20, 2010 and Jan.18, 2011? A. There were no Planning Commission meetings or work sessions during the period in question.
2. Q. Does the SDC moratorium ordinance allow for residential uses (i.e. apartments) to qualify for the SDC waiver? A.The City Attorney responds as follows:
  - A) Apartments are generally considered a commercial use. Single-family homes or townhouses are owner-occupied and generally not held for the purpose of making a profit. Apartments, on the other hand, are built and operated for the purpose of generating a revenue stream. In that sense, an apartment building is a business operation and appropriately classified as a commercial activity.
  - B) The SDC moratorium ordinance (2009-08) states that: "Molalla shall waive the imposition and collection of SDCs for transportation, storm drainage, water and sanitary sewer systems for new commercial and industrial development." Use of the word "shall" makes the requirement mandatory. Here, because the apartment buildings are a "new commercial development," they qualify for the waiver under the terms of the ordinance.
  - C) The ordinance is clear that it only applies to "transportation, storm drainage, water and sanitary sewer systems." Park SDCs are not waived.
  - D) As noted in item B) above, the City's obligation under the ordinance is mandatory – the City "shall" waive the applicable SDCs for new commercial or industrial development. If the City determines a development meets the criteria in the ordinance, the City is obligated to waive the fees. If the City did not, it would be exposed to legal action (likely either a declaratory judgment or mandamus) in which the City is unlikely to prevail.

- E) The criteria in the ordinance include: 1) the development must be “new” development, 2) it must be commercial or industrial development, 3) the development application must be timely filed, and 4) the City has not reached the \$1,000,000 cap. Assuming these criteria are met, the City is required to waive the fees as described in the ordinance.
3. Q. What is the city’s liability if the SDC waiver for apartments is refused? A. See Response 2. D) above. (Webster’s defines a mandamus as “a writ commanding that a specified thing be done . . . issued to a private or municipal corporation, government agency, official, etc.”)
4. Q. Can the City limit the SDC waiver to just the retail development portion of the Hart Avenue project?. A. No, as noted in Response 2 above, because apartments are a commercial use.
5. Q. What does the conditional use part of the consolidated application refer to? A. It refers to the apartment (multifamily) units, which are a conditional use in the Central Business District (C-1) zone. The applicant is requesting a zone change from Light Industrial to Central Business District.

# Memo

To: City Council  
From: Glen Boreth, Planning Commission Chair  
Date: July 25, 2011  
Re: Hart Avenue Apartments/Retail Development

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The former Planning Director's Staff Report to the Planning Commission on this development was 120 pages long and took over an hour to give. Included were the Staff Report, Exhibits, Appendices, and the Applicants Material which included the Application, Quick Response, Notices and Comments.

The former Planning Director also read every single condition of approval in that presentation. I am not a City Planner and was asked to present this summary by the City Manager. I have made my best effort to present this given I am not a professional City Planner and had limited time to prepare. I do not plan on taking an hour to present this summary but hope that it I can do justice to this application in presenting it to you.

(Reference & read portions of the staff report--pages 1-5)

**Explanation of Quick Response and a proposed traffic light at Main St and Molalla Ave:**

This development would cause the intersection of Main St & Molalla Ave. to operate above acceptable volume-to-capacity standards. This intersection would require a traffic signal installed as per ODOT recommendation.

One of the originally proposed conditions of approval required the applicant to construct a signal at Main St & Molalla Ave. The Planning Commission felt that previous and future development had and will contribute to the need for a traffic signal. It would be an unfair burden to put this requirement on any one development. However, the Planning Commission does feel this development should pay for its fair share of its responsibility of triggering a traffic signal. Therefore we amended a condition to: "the applicant shall provide their portion of the contribution to the construction of ODOT standards" referring to the signal at Main St & Molalla Ave. The specific amount was left intentionally non specific with regard to an exact dollar amount. It was the Planning Commissions intention to allow the City, State and the developer to come to a mutual resolution while leaving the ability to use any and all financial tools available for construction of the traffic signal.

The Planning Commission and City Council can leave this language intact and approve this as a condition of approval. The development cannot move forward until this issue is mutually agreed upon by the City, ODOT and the developer. Tools for financing include, but are not limited to, ODOT grants, street SDC funds, Urban Renewal District Funds and Street Improvement Funds.

**Planning Commission Chair Commentary:**

This development is a textbook example of model smart code that is in a city down town core. It also is consistent with the state's model code. There are over 100 conditions of approval in which the vast majority comes from criteria from the state model code.

This is a downtown core transitional development that begins off of Main Street with restaurants/fast food then commercial/retail, then single family units, then finally apartments in the back. It incorporates many of the qualities Molalla has been criticized for not having in our pervious code such as infill, high density housing, landscaping, vehicular and pedestrian access and circulation and walking accessibility to Molalla's 100% corner of Main St and Molalla Ave.

If you want to delay Molalla from moving into its urban growth boundary, fill retail gaps, provide high density housing within walking distance of the city's downtown core, increase employment and provide economic development, this development fills all these needs Molalla residents have been asking for.

The Molalla Planning Commission therefore recommends approval of this application.

## **REFERENCE MATERIAL**

### **MMC Title 19 ADMINISTRATION OF LAND USE AND DEVELOPMENT**

#### **19.20.010 Purpose.**

The purpose of this chapter is to:

- A. Implement the Comprehensive Plan and applicable land use district(s) by providing a means for master planning large development sites;
- B. Encourage innovative planning that results in projects that benefit the community (i.e., through compatible mixed use development, improved protection of open spaces, transportation options and consistent application of standards in phased developments);
- C. Encourage developments that recognize the relationship between buildings, their use, open space, and transportation options, providing varied opportunities for innovative and diversified employment environments;
- D. Facilitate the efficient use of land;
- E. Promote an economic arrangement of land use, buildings, circulation systems, open space, and utilities;
- F. Preserve to the greatest extent possible the existing landscape features and amenities that may not otherwise be protected through conventional development;
- G. Encourage energy conservation and improved air and water quality; and
- H. Assist the City in planning infrastructure improvements. (Ord. 2010-15 §1; Ord. 2010-04 §1)

## **URBAN RENEWAL**

### **400. RELATIONSHIP TO LOCAL OBJECTIVES: GOALS**

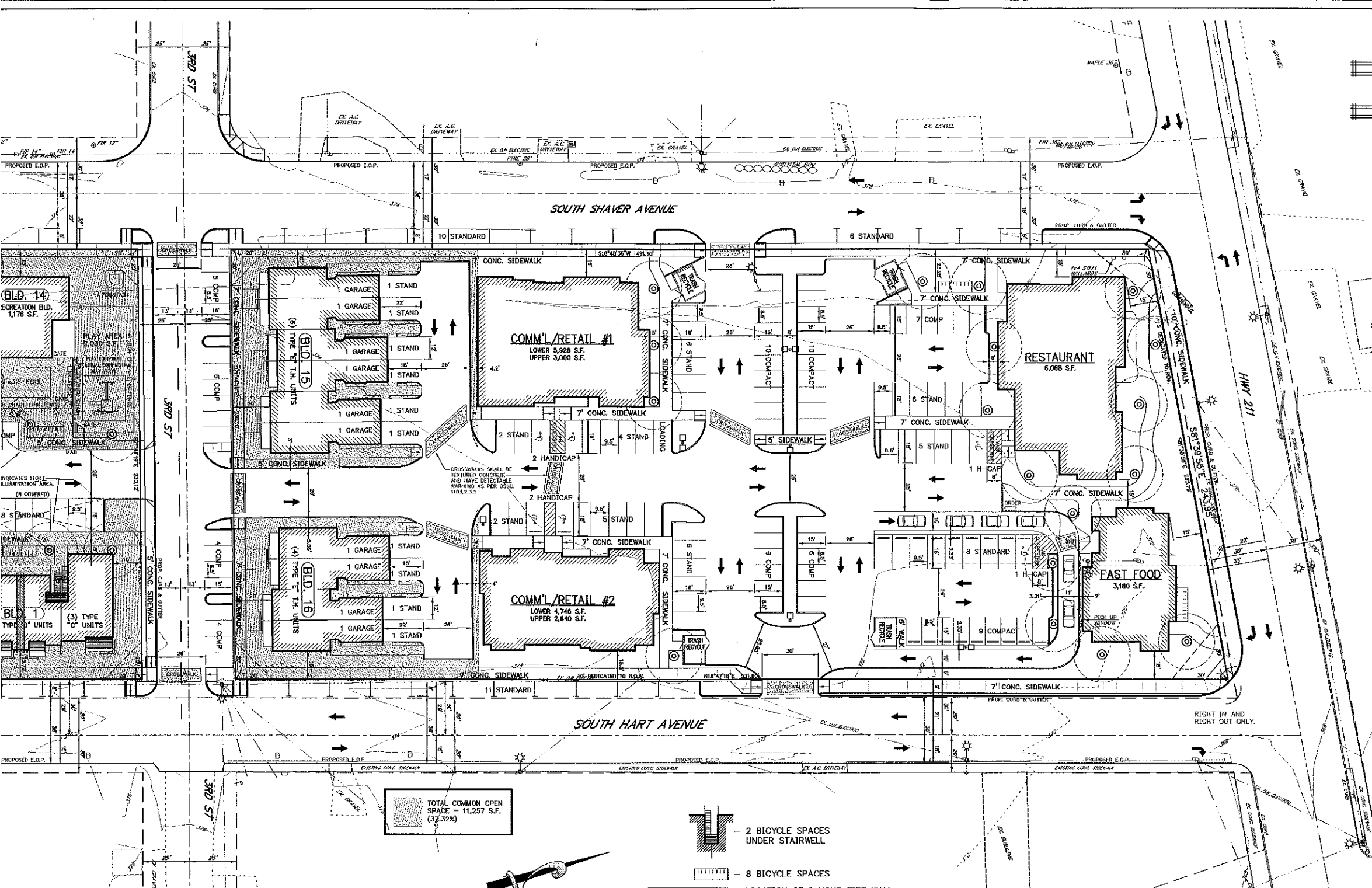
The purpose of this Renewal plan is to eliminate blighting influences found in the Renewal Area, to implement goals and objectives of the City of Molalla Comprehensive Plan, the Molalla Downtown Development Plan, and the Oregon Highway 211 Streetscape Plan.

In addition, the renewal plan committee developed a set of renewal plan goals and objectives in its public meetings on the plan. Those goals are:

- Carry out public improvements, pursue acquisitions and provide incentives to attract economic investment and redevelopment in Molalla.

- Encourage creation and expansion of enterprises that will provide goods and services the community needs.
- Provide more family wage jobs in Molalla.
- Increase property values in Molalla.
- Enhance overall community appearance and livability.
- Help diversify the city's economic base.
- Help implement the city's comprehensive plan, downtown master plan, and enhance recreational opportunities in the community.





- TOWNHOUSES**
- 10 TYPE "E" (2-BED, 1-1/2-BATH W/ DEN) T.H. UNITS - 1197 S.F.
  - 20 TOTAL PARKING
  - 10 GARAGES
  - 10 STANDARD STALLS

- COMMERCIAL/RETAIL**
- COMM'L/RETAIL #1 - 8,928 S.F.
  - COMM'L/RETAIL #2 - 7,386 S.F.
  - 85 TOTAL PARKING STALLS
  - 46 STANDARD STALLS
  - 35 COMPACT STALLS
  - 4 HANDICAP STALLS
  - 1 LOADING STALL
  - 2 TRASH ENCLOSURES

- RESTAURANT**
- RESTAURANT - 6,068 S.F.
  - 35 TOTAL PARKING STALLS
  - 17 STANDARD STALLS
  - 17 COMPACT STALLS
  - 1 HANDICAP STALL
  - 8 BICYCLES IN 1 BIKE RACK
  - 1 TRASH ENCLOSURES

- FAST FOOD**
- DRIVE THROUGH - 3,180 S.F.
  - 24 TOTAL PARKING STALLS
  - 8 STANDARD STALLS
  - 15 COMPACT STALLS
  - 1 HANDICAP STALL
  - 8 BICYCLES IN 1 BIKE RACK
  - 1 TRASH ENCLOSURES

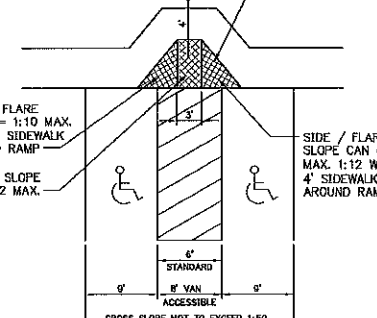
- OVERALL TOWNHOUSES/COMMERCIAL/RETAIL**
- 2 TOWNHOUSE BUILDINGS
  - 2 COMMERCIAL/RETAIL BUILDINGS
  - 1 RESTAURANT
  - 1 FAST FOOD
  - 164 TOTAL PARKING STALLS
  - 81 STANDARD STALLS
  - 10 GARAGES
  - 67 COMPACT STALLS
  - 6 HANDICAP STALLS
  - 1 LOADING STALL
  - 16 BICYCLES IN 2 BIKE RACKS
  - 4 TRASH ENCLOSURES

TOTAL COMMON OPEN SPACE = 11,257 S.F. (37.32%)

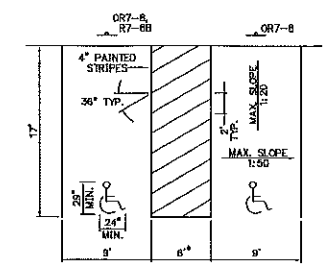
- 2 BICYCLE SPACES UNDER STAIRWELL
- 8 BICYCLE SPACES
- LOCATION OF 2 HOUR FIRE WALL
- POST LITE MAX. 5' IN HEIGHT
- POLE LITE MAX. 15' IN HEIGHT (SINGLE OR DOUBLE)
- FLOOD LITE MOUNTED ON BUILDING
- MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMPS

CONTRACTOR TO WORK WITH THE CITY OF MOLALLA TO INSTALL WALL PACK LIGHTING ON BUILDINGS FOR THE PURPOSE OF LIGHTING SIDEWALKS & PARKING LOT AREAS.

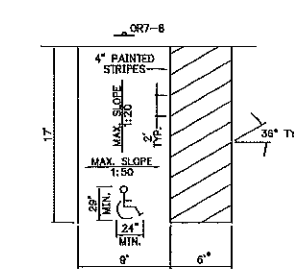
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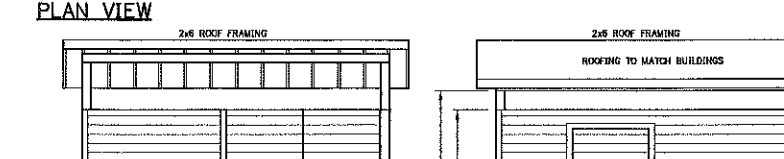
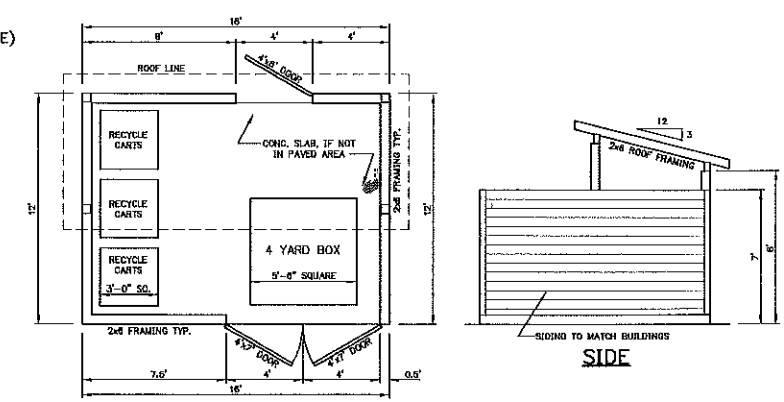
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2. RAMP & FLARE SURFACE MUST HAVE DETECTABLE



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1. PAVEMENT STENCIL WHITE
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  3. CURB OPTIONAL
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- NOTES:
1. PAVEMENT STENCIL WHITE
  2. BLUE BACKGROUND & BLUE PAINTED CURB
  3. CURB OPTIONAL
  4. 8\"/>



NO CHANGES, MODIFICATIONS OR REDUCTIONS TO BE MADE TO THESE DOCUMENTS WITHOUT THE WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.  
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

MULTITECH ENGINEERING SWINERT FROM LIABILITY IF NOT STAMPED APPROVED  
 NOT FOR CONSTRUCTION UNLESS STAMPED APPROVED HERE

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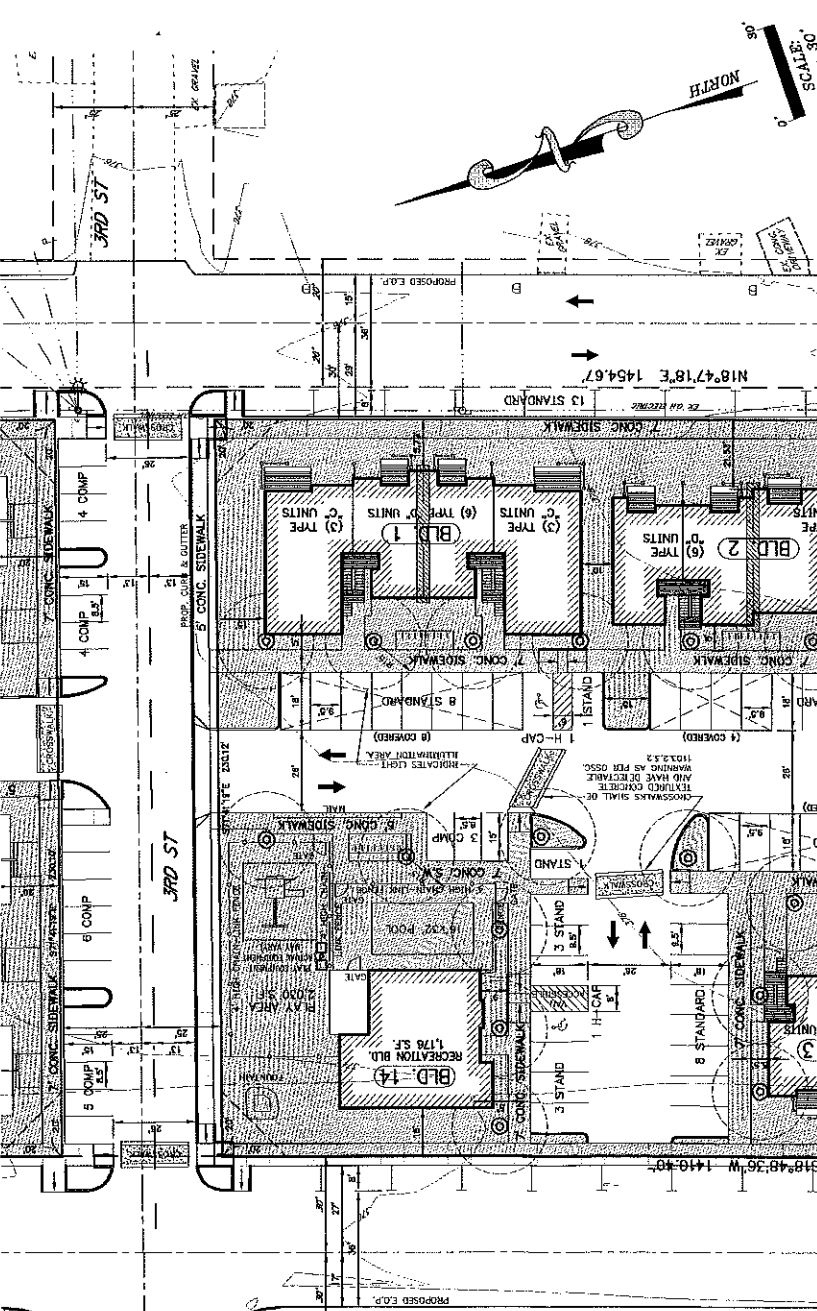
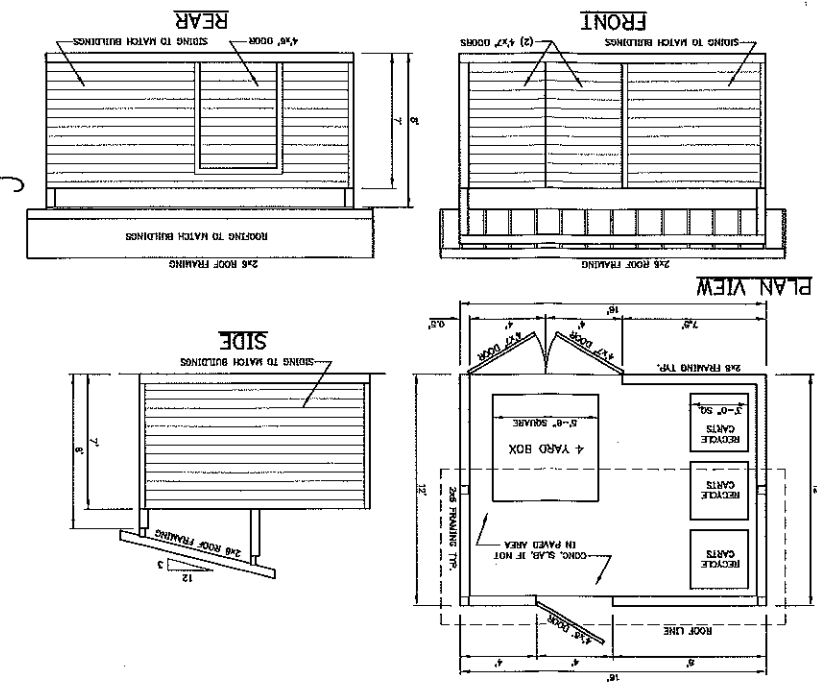


**HART AVENUE**

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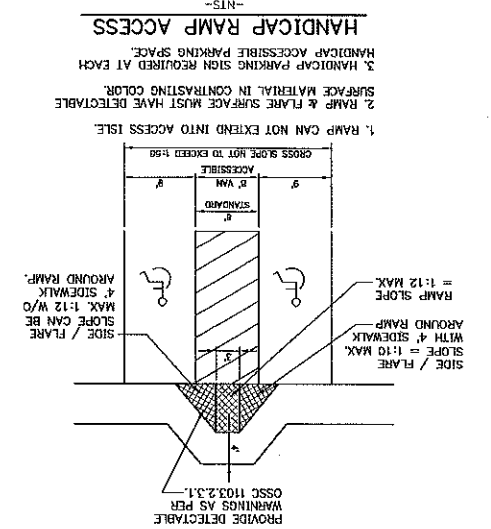
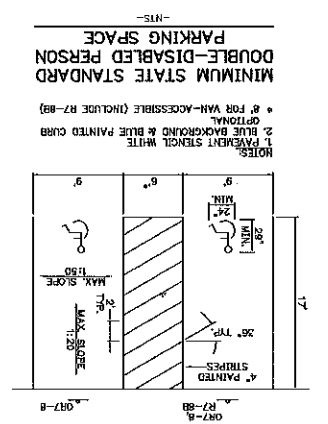
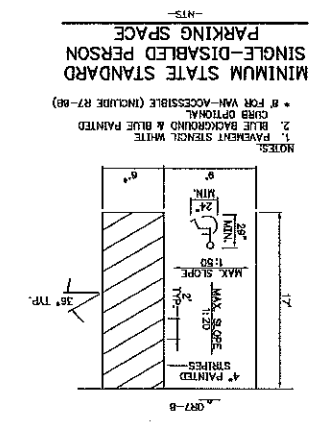
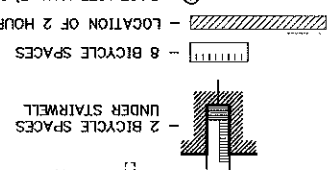
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- 154 TOTAL APARTMENTS UNITS
- 45 TYPE "A" (2-BED, 1-BATH) UNITS - 844 S.F.
- 24 TYPE "B" (2-BED, 2-BATH) UNITS - 923 S.F.
- 21 TYPE "C" (3-BED, 2-BATH) UNITS - 1166 S.F.
- 64 TYPE "D" (1-BED, 1-BATH) UNITS - 725 S.F.
- 218 TOTAL PARKING STALLS
- 195 STANDARD STALLS (97 COVERED)
- 16 COMPACT STALLS
- 7 HANDICAP STALLS
- 160 BICYCLE PARKING
- 48 COVERED IN STAIRWELLS
- 112 IN 14 BIKE RACKS
- 1 RECREATION/OFFICE BLD. W/ POOL
- 1 PLAY AREA
- 3 TRASH ENCLOSURES

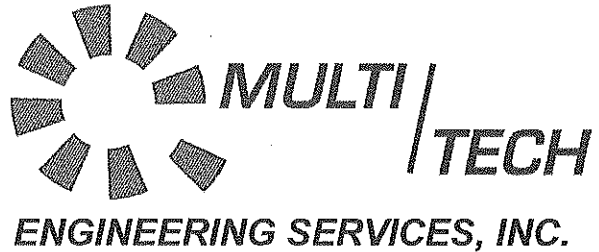
CONTRACTOR TO WORK WITH THE CITY OF MOULTA TO INSTALL WALL PACK LIGHTING ON SIDEWALKS & PARKING LOT AREAS.

- ⊙ - POST LITE MAX. 5' IN HEIGHT
- ⊠ - POLE LITE MAX. 15' IN HEIGHT (SINGLE OR DOUBLE)
- ⊞ - FLOOD LITE MOUNTED ON BUILDING
- ⊞ - MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMPS



171242 W 24'4"

# TRANSMITTAL



**DATE:** October 17, 2011

**JOB #:** 5294

**TO:** City Recorder  
City of Mollala  
117 N. Molalla Ave.  
P.O. Box 248  
Mollala OR 97038

**PROJECT:** Hart Avenue  
Apartments

**FROM:** Mark Grenz

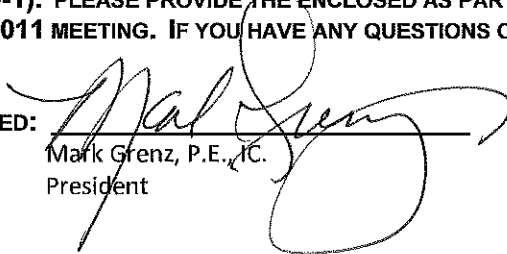
**RE:** *HART AVENUE SUPPLEMENTAL INFORMATION FOR CITY COUNCIL HEARING*

- |   |  |   |   |
|---|--|---|---|
| <input type="checkbox"/> ENCLOSED         | <input type="checkbox"/> PLANS         | <input type="checkbox"/> FOR APPROVAL           | <input type="checkbox"/> FOR VERIFICATION |
| <input type="checkbox"/> CHECKS INCLUDED  | <input type="checkbox"/> DOCUMENTS     | <input type="checkbox"/> FOR YOUR USE           | <input type="checkbox"/> REVISE & RETURN  |
| <input type="checkbox"/> PER YOUR REQUEST | <input type="checkbox"/> FOR SIGNATURE | <input type="checkbox"/> FOR FINAL DISTRIBUTION | <input type="checkbox"/> OTHER            |

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**MESSAGE: ENCLOSED ARE ADDITIONAL FINDINGS PERTAINING TO THE HART AVENUE APARTMENT PROJECT (CA 2010-1). PLEASE PROVIDE THE ENCLOSED AS PART OF THE RECORD TO CITY COUNCILOR'S FOR THE OCTOBER 26, 2011 MEETING. IF YOU HAVE ANY QUESTIONS OR NEED ANY FURTHER INFORMATION, PLEASE CONTACT ME.**

**SIGNED:**

  
Mark Grenz, P.E., I.C.  
President

O:\PLANNING DIVISION\TRANSMITTALS\TRANSHARTAVEAPTSSUPPLEMENTALINFO5294.DOCX

## **Hart Avenue Apartments**

The applicant has provided adequate findings in the original April 2010 submittal and in supplemental findings that demonstrates compliance with the Downtown Molalla Development and Streetscape Plan and Molalla's adopted Comprehensive Plan. The City and the applicant have also demonstrated compliance with TPR.

The applicant has also demonstrated compliance with Code by meeting the requirements of the Conditions of Approval as outlined in the April 28, 2010 staff report to Planning Commission.

The City has received the applicants' Transportation Study prepared by Associated Transportation and Engineering Planning in April of 2010 with the original submittal.

Outlined below are the applicant's findings that were provided to the City at the time of original submittal or supplemental findings requested by Staff. The applicant's findings demonstrate compliance with Molalla's Downtown Development and Streetscape Plan, the adopted Comprehensive Plan, and the Transportation Planning Rule (TPR).

### **Downtown Molalla Development and Streetscape Plan:**

The City published the "*Downtown Molalla Development and OR 211 Streetscape Plan*" (2007) (called the Downtown Plan) to "*guide future growth in the City of Molalla's downtown*". The subject property is located within the boundaries of the study area. The Plan identifies several objectives to expand the downtown area, make it more accessible in order to utilize the state highways more effectively and revitalize the vacant and underutilized areas of the City core. The applicants mixed residential and commercial proposal meets the Vision and the Guiding Principles statements within the Downtown Plan because it redevelops a vacant site near the City core with good access to State highways. The State highways that go through Molalla function more as commercial shopping streets rather than major freight corridor systems. The site is being designed to accommodate uses that are compatible with a City downtown core area rather than heavy industrial or freight-handling uses generally developed along freeways or major highways.

The site will be developed with more usable open and play space within the development; streets with sidewalks and street trees; improved walking surfaces; and, on and off-street parking to serve the development and downtown area. Improved pedestrian crossings will be provided within and through the site that will allow for physical separation of vehicles and pedestrians. The Downtown Plan encourages private sector development which increases the property tax base, customer service base and housing opportunities. The City has established a waiver program for systems development charges on a first come, first serve basis for the year 2010. The Plan encourages increased public parking along with public improvements and better marketing techniques. The proposal has considered and does meet the objectives of the Downtown Plan. Thus, the proposal complies with the Downtown Plan.

*The "Molalla Downtown/OR 211 Streetscape Plan, which will be adopted as a background document to the comp plan, did consider mixed use development including neighborhood retail but did not assume drive through retail. . . "*

The site plan illustrates the potential location for a drive-through facility. It is located so that the drive-through aisle is accessible in back of a building, rather than in front where its access directly impacts access to the State highway. The site plan submitted illustrates how a drive-through facility could be developed with access to a side street with turning and stacking distance wholly contained within the interior of the site. There is no specific drive-through facility proposed. However, it is more than appropriate to show how a drive-through facility can be accessed as part of the long range development plans for this site. It is imperative that the City be shown where such a facility can be potentially located

as part of the Design Review process. The location chosen illustrates where one can be located that minimizes its access and maximizes its visibility on Highway 211. The proposal for a drive-through facility does not impact the basic assumptions of Molalla's Downtown Plan to the extent that the proposal should not be considered.

Parking: The parking for this project has been taken into consideration. ODOT indicated concerns that the proposed number of on-street angled parking spaces and on-site parking spaces seem very high. ODOT suggested that the City consider allowing only parallel parking on the one-way streets to reduce paving and provide additional room for plantings and other amenities. Since a minimum amount of right-of-way is required to be dedicated along Hart, Shaver, Third and Fifth Streets, it is unlikely that reducing the amount of on-street parking would actually reduce the amount of paved surface. Switching from angled to parallel parking reduces the amount of parking but does not necessarily make a significant reduction of paving or concrete sidewalks. The amount of on-site parking was reduced in accord with City direction to accommodate more housing opportunities and to create more on-street parking. The proposal has been designed for angled on-street parking because that is what the City requested.

### **Map and Text Amendments:**

The purpose of the zone change request is to allow development of residential and commercial uses on the subject property which are not currently allowed in the M-1 zone. The zone change is required to be in accord with and to implement the Comprehensive Plan designation, thus, a Comprehensive Plan Map amendment is also required.

On September 12, 2011, Sonya Kazen, Senior Planner with the Oregon Department of Transportation, provided a written response to concerns. The applicant has been working with Sonya and is in agreement with her recommendations. See attached ODOT letter dated September 12, 2011.

On October 17, 2011, the applicant's Traffic Engineer prepared additional Findings for this project. See attached letter from Richard Woelk, P.E., T.E.

The Traffic Engineer's Findings indicated:

**"Oregon Department of Transportation (ODOT) -** ODOT was provided notification of the proposal and submitted written comments on April 4, 2001. The comments addressed transportation findings of the original application. ODOT submitted supplemental comments on May 4, 2011 which outlined ODOT's improvements and recommended the City imposed conditions of approval, outlined in pages 49 thru 51 of the Planning Commission Public Hearing CA 2010-1. The comments note that the developer has indicated agreement with the TGM Quick Response TGM Molalla Main Street-OR 212 Site Study which was submitted along with the April 4, 2001 letter from ODOT. The Developer has agreed with a temporary trip cap of 3,650 peak hour trips until such time as other improvements are either proposed or installed that would decrease the volumes on OR 212 in the future."

### **Public Facilities and Transportation**

The City's adopted Comprehensive Plan Public Facilities and Services and Transportation Goals and Policies, the City's May 2001 Transportation System Plan (TSP) and the Wastewater Facilities Plan implement the Statewide Land Use Goals 11 and 12 by requiring development to be served by public services. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City's TSP implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject property is located adjacent to and has access into the

downtown Mollala area which has access to Interstate Highway 5 via State Highway 211 (Main Street) and State Highway 213 (Molalla Avenue), thus linking the site to regional transportation. The major streets are in place due to previous development.

The State Transportation Planning Rule is addressed by the analysis prepared by Associated Transportation Engineering and Planning. The TPR encourages less dependence upon vehicle transportation. There are two ways to assure that a comprehensive plan map amendment does not "significantly affect" a transportation facility. The first is to limit the amount of anticipated traffic from future allowed uses. The second way is to mitigate impacts to facilities that are "significantly" affected. This issue is further addressed below by addressing some preliminary comments made by ODOT with respect to the assumptions presented to ODOT for compliance work by ATEP.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a transit route, bicycle and pedestrian access, which provides a significant opportunity to reduce vehicle miles traveled. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in the Mollala urban area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Zone changes must conform to the Transportation System Plan. State Highway 211 (Main Street) is designated by the Oregon Highway Plan as a "District Highway" not as a freight route or expressway in the City's "Downtown Molalla Development and OR 211 Streetscape Plan" (2007). The City of Molalla designates Main Street as an "Arterial" street. The State of Oregon regulates access points on Main Street. The proposal does not include driveway or new street access to Main Street via the subject property. Mollala classifies Fifth Street as a "Collector" street.

Code requires that streets be interconnected to reduce travel distance, provide multiple travel routes, and promote the use of alternative modes. Street patterns have a long-range effect on land use patterns, greater than parcelization patterns or building location. This proposal creates connections to four of the five abutting streets. Such distribution provides connectivity and multiple travel routes. The streets and improvements proposed will include sidewalks to promote pedestrian and other travel as an alternative to automobile travel.

A signalized intersection is planned for Main and Molalla Streets. Main Street is listed as a route for the South Clackamas Transportation District which operates three transit routes: the Intra-City route, the Oregon City route and the Canby route. The nearest bus stop is adjacent to Main and Molalla Streets. The public sidewalk system is complete or planned for completion adjacent to the subject property along both sides of Main Street which will increase transit access opportunities by providing hard-surfaced walkways. Main Street is listed as a "shoulder bikeway" in the City's Streetscape Plan.

The Molalla School District provides public education facilities. The education district's long range plans addresses and provides for growth in the district with viable options to meet the demand. The education district utilizes a school systems development charge to partially fund additional facilities. Typically, commercial development does not add to student population. The subject property is not planned or promoted to be used for educational facilities but construction on the site will contribute to the property tax base and the required school excise fees will contribute to school funding. The school excise fee is based upon a square footage cost applied at the time of building permit issuance for residential and commercial structures. The subject property is located in an area currently served by Molalla High School (South), Mollala River Middle and Molalla Elementary Schools.

Other private and public service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested. By providing adequate public facilities and services for the proposed use, the requirements of the Statewide Land Use Goals and the Mollala Comprehensive Plan are met.

The proposal complies with Comprehensive Plan Transportation Goals and Policies which in turn, implement Statewide Land Use Goals and Policies. The applicant has demonstrated compliance with Goals and Policies as stated below in Findings provided by the Traffic Engineer (See attached):

## **GOAL 12— TRANSPORTATION**

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Molalla Transportation System Plan (STSP) implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. This property lies between two streets Hart Street and Shaver Street. The property is long and narrow. The property is approximately 1,400 feet long by 240 feet wide. This property currently resides within the City limits of Molalla.

The subject property is located adjacent to and has access into the downtown Molalla area which has access to Oregon 211 which leads to Oregon 213, thus linking the site to regional transportation. The major streets are in place due to previous development.

The site is served by Hart and Shaver Streets. The City of Molalla's November 20, 2008 pre application conference letter addresses applicable transportation improvements.

The proposed map amendment will not significantly affect Highway 211 or Molalla Avenue as these facilities are planned with functional classifications and performance standards to accommodate the vehicle trip generation for a designated "District Arterial" and "Arterial". Minor arterial streets serve intercity and inter-neighborhood traffic, and as a peripheral arterials, and are designed to carry between 7,000 to 20,000 vehicle trips a day, which accommodates uses such as light manufacturing, business parks and wholesale trade, along with commercial support services like daycare centers, fast food restaurants and professional offices.

The applicant's Transportation Planning Rule analysis addresses this goal because it addresses if a "significant affect" is identified and what the mitigation should be. There are two ways to assure that a comprehensive plan map amendment does not "significantly affect" a transportation facility. The first is to limit the amount of anticipated traffic from future allowed uses. The second way is to mitigate impacts to facilities that are "significantly" affected.

### **Finding:**

ODOT has reviewed the Transportation Planning Rule Analysis (TPR), dated May 27, 2011 that was submitted by the applicant and agrees with the findings of the TPR and the TGM analysis. ODOT provided comments that the proposed CPC/ZC will have a significant effect on the transportation system as defined by OAR 660-012-0060 and as such must mitigate the impacts of the amendment to avoid further degradation to the performance of the facility. The conditions of approval that were suggested in the TPR will be imposed on the proposed zone change. They are listed later in this report. Those conditions will mitigate the impacts of the proposal and will satisfy Goal 12.

**Condition 1-** at the time of development review for any proposed use on the subject property, the proposed development's average daily trips shall be calculated pursuant to the then current Institute of Transportation Engineers (ITE) Trip Generation Manual. Traffic impacts from future development on the subject property shall be limited to a maximum of 3,650 average daily trips generated by the proposed use or uses. The 3,650 average daily trips shall be the maximum until such times as alternative transportation systems are in place to divert trips from Highway 211. When such systems are in place the development be allowed to develop the fast food portion of the property.

**Condition 2** – The development pay a proportionate share of the traffic signal at Hwy 211 and Molalla Avenue. As described in the ATEP letter dated May 10, 2011.

### **Conclusion:**

Based upon the foregoing information and the materials submitted with this application, we conclude that the proposal qualifies for residential/commercial development by satisfaction of all the applicable Review Criteria and Review Standards. The application should be approved subject to the conditions contained in the applicants' TIA/TPR analysis. No variances to development standards have been requested or identified as needed to process these applications. We believe the proposal to bundle these applications and provide the type of development that is proposed, meets the City's intent for redeveloping the downtown core. The proposal goes beyond expectations or requirements for the provision of new housing, landscaping, setbacks, new commercial, on and off-street parking, street improvements, tax revenues, building setbacks, façade treatment and ability to combine commercial and residential uses within a very convenient distance of each other. The proposal addresses all required criteria for a Comprehensive Land Use Plan Map and a Zone Change.

**Attachments:** 1) **Current Site Plan**  
2) **ODOT Letter Dated September 12, 2011**  
3) **Letter From Traffic Engineer, Richard Woelk, Dated October 17, 2011**





# Oregon

John A. Kitzhaber, MD., Governor

## Department of Transportation

Region I Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

September 12, 2011

City of Molalla  
117 N. Molalla Avenue – PO Box 248  
Molalla, OR 97038

Att: Molalla City Council  
Clay Glasgow, Planning  
John Atkins, City Manager

Re: **ODOT Additional Input on OR 211-Main Street and Molalla Avenue Improvements**

I am writing to respond to community concerns that have been raised regarding the signalization and left turn channelization planned for OR 211-Main Street at Molalla Avenue. The following reiterates testimony that I previously provided at the Planning Commission hearing.

1. ODOT would support the City imposing a condition of development approval to require the applicant to contribute a *proportionate share* toward the planned signalization and channelization project at OR 211-Main Street at Molalla Avenue. We support this approach because the signalization has been *warranted* for many years. The proposed Hart Avenue project will only contribute a small proportion of the total traffic at the intersection.
2. The OR 211-Main Street at Molalla Avenue signalization and channelization project has been in the City's adopted TSP since 2001. Design concepts were considered when the *Molalla Downtown-OR 211 Corridor Plan* was developed in 2006-2007.

ODOT is encouraging the City to add the OR 211-Main Street and Molalla Avenue intersection improvement to the City's 5-year Capital Improvement Program (CIP). As the City may be aware, state revenues for highway improvements are very constrained now and for the foreseeable future. Our primary focus is on preserving existing facilities and addressing the highest priority safety locations. While the OR 211-Main Street and Molalla intersection, like many others in the state, would experience better operations if signals and turn lanes were installed, it is unlikely to be fully funded by ODOT in the future. City financial contributions toward the project would make it a better candidate for partial funding by ODOT.

We recommend the City confer with ODOT for assistance in developing a current cost estimate for the intersection improvements before adding the project to the CIP or stipulating a cost contribution by the applicant.



3. *The Molalla Downtown-OR 211 Streetscape Plan*, Figure 10.5 and Figure 10.6, shows two potential OR 211-Main Street cross-sections for downtown. Only Option 1 would remove Parallel Parking on one side of the street in favor of wider sidewalks and bicycle lanes. The addition of left turn channelization on OR 211 would also require additional right of way. The existing right of way is only 58-60 feet, and is constrained by the location of existing buildings in the downtown core. If buildings were to redevelop in the future, right-of-way could be expanded.

At the time the *Molalla Downtown-OR 211 Streetscape Plan* was developed, ODOT's bicycle-pedestrian coordinator strongly recommended the cross-section include bicycle lanes in both directions because there is no alternative parallel route for cyclists.

However, the recommended options in the *Molalla Downtown-OR 211 Streetscape Plan* are not "done deals". Once improvements are programmed (fully funded), new and revised design options could be considered during the project development process.

The Hart Street development would extend 3<sup>rd</sup> and 5<sup>th</sup> Streets, thereby improving the parallel street network. In addition, ODOT recognizes how important on-street parking is in a downtown core/main street environment. It may be acceptable to ODOT for bicycles to share the road in the downtown *special transportation area* rather than remove parking. There is also the potential for ODOT "design exceptions" to standard roadway dimensions.

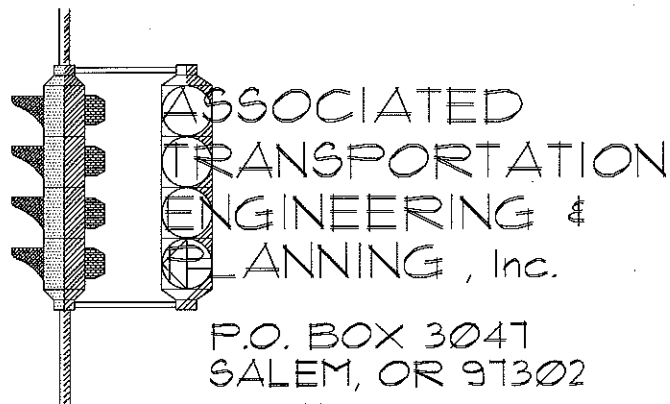
The *Molalla Downtown* plan showed that there is currently sufficient or even excess parking for downtown businesses. However, on-site parking often consists of just a few spaces on private sites, which may be underutilized. The City would benefit from considering the development of a public parking lot to serve the downtown area, and for businesses to consider developing shared parking agreements.

During improvement project development, ODOT would work closely with the City on improvement design and would consider community impacts. We recognize the need for a robust public involvement process that engages affected business owners, the Molalla community that walks, bikes and drives downtown, as well as freight and industrial users.

Unfortunately, I will be unable to attend the City Council Hearing on this matter. I will be out of the country beginning October 22<sup>nd</sup>, so please let me know if you any questions regarding this matter before that time.

Sincerely,

  
Sonya Kazer, Sr. Planner



October 17, 2011

Mr. Mark Grenz P.E.  
Multi/Tech Engineering Services  
1155 13<sup>th</sup> Street SE  
Salem, OR 97302

Subject: Hart Development Findings

Dear Mr. Grenz:

As requested I have prepared findings for the Hart Development Molalla, OR. As follows:

**Oregon Department of Transportation (ODOT)** - ODOT was provided notification of the proposal and submitted written comments on April 4, 2001. The comments addressed transportation findings of the original application. ODOT submitted supplemental comments on May 4, 2011 which outlined ODOT's improvements and recommended the City imposed conditions of approval, outlined in pages 49 thru 51 of the Planning Commission Public Hearing CA 2010-1. The comments note that the developer has indicated agreement with the TGM Quick Response TGM Molalla Main Street-OR212 Site Study which was submitted along with the April 4, 2001 letter from ODOT. The Developer has agreed with a temporary trip cap of 3,650 peak hour trips until such time as other improvements are either proposed or installed that would decrease the volumes on OR 212 in the future.

## **GOAL 12— TRANSPORTATION**

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Molalla Transportation System Plan (STSP) implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. This property lies between two streets Hart Street and Shaver Street. The property is long and narrow. The property is approximately 1,400 feet long by 240 feet wide. This property currently resides within the City limits of Molalla..

The subject property is located adjacent to and has access into the downtown Molalla area which has access to Oregon 211 which leads to Oregon 213, thus linking the site to regional transportation. The major streets are in place due to previous development.

The site is served by Hart and Shaver Streets. The City of Molalla's November 20, 2008 pre application conference letter addresses applicable transportation improvements.

The proposed map amendment will not significantly affect Highway 211 or Molalla Avenue as these facilities are planned with functional classifications and performance standards to accommodate the vehicle trip generation for a designated "District Arterial" and "Arterial". Minor arterial streets serve intercity and inter-neighborhood traffic, and as a peripheral arterials, and are designed to carry between 7,000 to 20,000 vehicle trips a day, which accommodates uses such as light manufacturing, business parks and wholesale trade, along with commercial support services like daycare centers, fast food restaurants and professional offices.

The applicant's Transportation Planning Rule analysis addresses this goal because it addresses if a "significant affect" is identified and what the mitigation should be. There are two ways to assure that a comprehensive plan map amendment does not "significantly affect" a transportation facility. The first is to limit the amount of anticipated traffic from future allowed uses. The second way is to mitigate impacts to facilities that are "significantly" affected.

**Finding:**

ODOT has reviewed the Transportation Planning Rule Analysis (TPR), dated May 27, 2011 that was submitted by the applicant and agrees with the findings of the TPR and the TGM analysis. ODOT provided comments that the proposed CPC/ZC will have a significant effect on the transportation system as defined by OAR 660-012-0060 and as such must mitigate the impacts of the amendment to avoid further degradation to the performance of the facility. The conditions of approval that were suggested in the TPR will be imposed on the proposed zone change. They are listed later in this report. Those conditions will mitigate the impacts of the proposal and will satisfy Goal 12.

**Condition 1-** at the time of development review for any proposed use on the subject property, the proposed development's average daily trips shall be calculated pursuant to the then current Institute of Transportation Engineers (ITE) Trip Generation Manual. Traffic impacts from future development on the subject property shall be limited to a maximum of 3,650 average daily trips generated by the proposed use or uses. The 3,650 average daily trips shall be the maximum until such times as alternative transportation systems are in place to divert trips from Highway 211. When such systems are in place the development be allowed to develop the fast food portion of the property.

**Condition 2 –** The development pay a proportionate share of the traffic signal at Hwy 211 and Molalla Avenue. As described in the ATEP letter dated May 10, 2011.

If you have questions or comments please contact me at 503-364-5066

Sincerely,

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, Inc.



Richard L. Woelk, P.E., T.E.  
Principal



Molalla City Council  
CA 2010-1 Public Hearing

Hart Avenue Apartments/Retail Development

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Molalla Planning Department  
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117 N. Molalla Ave. - P.O. Box 248  
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Website: [www.molallaplanning.com](http://www.molallaplanning.com)



## NOTICE OF PUBLIC HEARING – CITY COUNCIL

NOTICE CREATED ON JULY 7, 2011

**HEARING DATE & TIME:** WEDNESDAY JULY 27, 2011, 7PM MOLALLA ADULT CENTER, 315 KENNEL AVENUE, MOLALLA OR 97038

**FILE NUMBER:** CA 2010 – 1

**LEGAL DESCRIPTION:** TOWNSHIP 5 SOUTH, RANGE 2 EAST, SECTION 8DD, TAX LOTS 09300 AND 09400. ADDRESSED AS 304 W. MAIN ST.

**APPLICANTS/OWNERS:** TROY VEST

**PROPOSAL:** COMPREHENSIVE PLAN MAP AND ZONE CHANGE, SITE DESIGN REVIEW, CONDITIONAL USE, AND PARTITION

**CURRENT ZONING:** M-1, LIGHT INDUSTRIAL

**PROPOSED ZONING:** CBD, CENTRAL BUSINESS DISTRICT

**STAFF:** SHANE POTTER, PLANNING DIRECTOR

A public hearing will be held before the Molalla City Council on Wednesday July 27, 2011 at 7 p.m. at the Molalla Adult Center, located at 315 Kennel Avenue, Molalla Oregon. The purpose of the hearing is for the City Council to review a recommendation from the Planning Commission to approve a consolidated application.

All interested parties will be given an opportunity to testify about the proposal at the public hearing. Failure of an issue to be raised or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes an appeal to the Land Use Board of Appeals based on that issue. The application and file are available for review at the Molalla Planning Department as well as our website at [www.molallaplanning.com](http://www.molallaplanning.com) or may be purchased for a reasonable cost. The Planning Commission report will be available a minimum of seven (7) days prior to the date of the hearing before the City Council for inspection and/or purchase.

<b>Nature of the proposal and proposed use or uses authorizable</b>
---

CA 2010-1 is a request for Comprehensive Plan Map and Zone Change, Site Design Review, Conditional Use, and Partition.

**Project Location**

# Hart Street Development



Molalla OR 97038

Tax lot 52E08DD 09300 & 09400

**Date, Time and Location of Hearing**

Wednesday July 27, 7pm Molalla Adult Center located at 315 Kennel Avenue.

**Project Information**

A copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at City Hall at no cost and will be provided at a reasonable cost.



Public Hearing held at Molalla Adult Center, 315 Kennel Street, Molalla, OR 97038

**I. Call to Order**

Chairman Boreth called to order the regular meeting of the Molalla Planning Commission at 6:00 on March 14, 2011.

**II. Roll Call**

Commissioners: Jerome Beattie, present; Scott Benthin, present; Glen Boreth, present; Roger Gates, present; Bill Hood, absent (excused); Mary Lynn Jacob, present; Melanie Maben, present; Bob Trexler, present. (Danna Jacober-resigned in March 2011).

City Staff: Shane Potter, present.

**III. Flag Salute**

**IV. Public Comment Period**

**V. File No.: CA 2010-1 Public Hearing**

Legal Description: Township 5 South, Range 2 East, Section 8DD, Tax Lots 09300 and 09400

Applicant/Owner: Vest Properties LLC.

Proposal: Comprehensive Plan Map Amendment, Zone Change, Site Design Review, Partition, and Conditional Use to change land currently light industrial to commercial land to develop a 164 multi-family dwelling units and nearly 30,000 square feet of commercial space.

Chairman Boreth explained the Quasi Judicial Land Use Procedure:

1. The hearing will proceed in the following general order: staff report, applicant's presentation, testimony in favor of the application, testimony in opposition to the application, rebuttal, record closes, decision maker deliberation and decision.
2. A list of the applicable substantive criteria.
3. All testimony, arguments and evidence must be directed toward the applicable substantive criteria, or other criteria in the Comprehensive Plan or Land Use Regulations, which the person believes to apply to the decision.

4. If any person believes that other criteria apply in addition to those addressed in the staff report, those criteria must be listed and discussed on the record.
5. The decision maker may reasonably limit oral presentations in length or content depending upon time constraints.
6. Any party may submit written materials of any length while the public record is open.
7. Failure to raise an issue on the record, with sufficient specificity and accompanied by statements or evidence sufficient to afford the City and all parties to respond to the issue, will preclude appeal on that issue to the Land Use Board of Appeals.
8. Failure by the applicant to raise constitutional or other issues relating to the proposed conditions of approval, with sufficient specificity to allow the City to respond to the issue, precludes an action for damages in Circuit Court.
9. Any party wishing a continuance or to keep open the record must make that request while the record is still open.
10. The Hearings Officer or chair shall call for any ex-parte contacts, conflicts of interest or bias before the beginning of each hearing item.

Commissioner Gates moved to open the public hearing. Commissioner Trexler seconded. Motion carried (7-0)

Chairman Boreth asked the Planning Commission if there has been any Ex Parte Communication\*.

Commissioner/Secretary Maben read the ex-parte communication description aloud for members of the Commission and the public.

**\* Ex-Parte Communication is:**

- a. Intentionally communicating, outside the public hearing, with any person concerning the merits of, or any facts at issue in, a decision.
- b. Planning Commission may communicate with City staff or other participants regarding procedures and for clarification of evidence in record.
- c. If the Planning Commission should be subjected to an ex parte communication, the substance of the communication will be placed on the record, make a public announcement of the content of the communication, and provide all parties an opportunity to respond to the substance of the communication. Such opportunity may include holding the record open, continuing the hearing, or reopening the record, as appropriate.

Hearing no ex parte communication, nor challenges from the audience, Chairman Boreth opened the hearing to Planning Director Potter.

City Planning Director Potter gave a background on the application, which was listed in the staff report. He also advised that this hearing needs to be rescheduled as a continuance and proposed May 9<sup>th</sup>, 2011 as the continuance date. He further advised that the city provided an option for SDC waivers, the Planning Commission is not the body

that waives these fees. He explained a "quick response" and explained that this was to be part of the procedure. ODOT (Oregon Department of Transportation) has several concerns regarding this proposal, and this is the reason to again postpone the hearing regarding CA 2010-1. The transportation findings need to be further addressed. The applicant is in favor.

Planning Director Potter addressed some concerns on the fast food restaurant. The design submitted by the applicant does not meet the requirements for the fast food restaurant and need to be further explored. (see page 22 of the staff report). Also, page 165 addresses some engineering items. He advised of the 102 recommendations as listed below.

Planning Director passed out material to the Commissioners as documents submitted into the record. To be known as Exhibits 1,2 and 3. (Exhibit 1=ODOT letter; Exhibit 2=TGM Quick Response Program; Exhibit 3= Letter from Avison Lumber).

Chairman Boreth asked about park requirements and in lieu of and how the method of fees were figured.

Commissioner Beattie asked about condition #24. He asked where the park would be and if it was for the tenants and where the additional park space would be.

Planning Director Potter advised that there would be a park on the property and that there would be additional dollars for fee in lieu of that would be contributed as well. He further advised that when the meeting is held again there will be more details in the parks are if the Commission would like. There was consensus to provide further park information.

Commissioner Gates asked if the park issue would be appropriate for the park board to address this additional park. His concern was children going to and from the parks and the safety issue involved.

Chairman Boreth advised there is a small park in the complex, which he felt would be used by the smaller children.

Director Potter advised that they have taken this into consideration. He asked if the Commission would like a letter from the Parks Board to be brought to the next hearing.

Commissioner Maben advised she did not feel that was necessary, but felt additional information of the proposed park and the in lieu of money would be nice for review.

Chairman Boreth felt that checking with the Park Board to see if they felt it was appropriate would be good.

Page 91 on the staff report explained the formula for the park space.

Commissioner Benthin expressed concern of adequate water and fire hydrants.

PUBLIC TESTIMONY

APPLICANT- Mark \*\*\* from the Engineering Dept., Salem, Oregon. He advised he was representing the engineering team for Vest Properties. He advised that the staff report was very accurate. He explained they have been working with the applicant for approximately 18 months. He also advised that it was felt additional multi-family was a need for the community, particularly in these economic times. It was felt that along with that, commercial uses would be a good fit for the area. He explained they contacted the city for procedures to obtain the goal of this application. He advised that a traffic analysis has been done and that ODOT wanted to use the rapid response approach. He stated that ODOT felt it met goals of the state, city and applicant. He explained the process of their application. He advised that they are prepared to make adjustments for the fast food site drive thru. He felt that within the 5-weeks, he hoped to have a better plan for the proposal. He felt that they can comply with ODOT requirements for Main Street (Hwy. 211). They have no objection for the continuance date and felt they would be able to meet the deadlines. He advised that if given specific information on the fire hydrants, that they should be able to satisfactorily meet the Commission's request. He advised that of the 102 conditions from staff, he felt they were reasonable and would not be a problem.

Commissioner Maben asked if they were aware of the letter from Avison Lumber (exhibit 1). Director Potter advised this was just received and that they will received a copy and it will be addressed at the continuance.

COMMENTS IN FAVOR OF APPLICATION

There were none.

COMMENTS IN OPPOSITION OF APPLICATION

Gary Deardorff, 39800 S. Cooper Rd., Molalla, OR.-He expressed concerns of the environmental impact and asked if a study has been done in this area. He advised he has heard about possible traffic signals and that will be detrimental to parking inside the city. He felt it would be devastating to the existing town. He also asked about the parks and that Fox Park is not easily accessible for children. He was really concerned about the core of downtown, most particularly parking. What happens to the businesses in town. He advised he liked the project, but was concerned about the existing town.

Commissioner Maben advised she has not heard of a proposed traffic light going in for this project, but that in order to safely meet the needs of the traffic impact that it was something she felt would need to be addressed. She further advised that we need to see what ODOT and the applicant provides with additional information and that preventative measures should be addressed to keep parking available.

Commissioner Beattie advised that Molalla needs to grow; and stated that there would eventually have to be a light placed in the future.

Gary Deardorff stated that it is putting the cart before the horse and that the city is not ready at this point.

#### NEUTRAL TESTIMONY

Amy Koskee, of TEAM, 112 Engle Avenue passed out a letter for record (exhibit 4) and will read aloud. She advised they are not opposed to the project, but have some concerns. Traffic and the truck route, being one of the concerns. Also multifamily being adjacent to commercial and industrial properties. She encouraged litigation of park space for the children that would live in the project. Also to ensure providing economic development stimulus for jobs.

Curt Gibson, advised he was a real estate developer in the Portland area and he noticed the number of this item as being 2010-1, so that there has not been a lot going on. He explained that when this type of housing developments coming in, it has a big impact on the community. Parking, SDC's, etc., benefits the community in the most part.

#### APPLICANT REBUTTAL

The applicant wished to save his rebuttal for the continuance hearing. He felt that ODOT looked at the downtown traffic situation, but he was not sure of that and that he can provide more information at a later time. He explained that cities either grow or they die. Growth brings good things such as new business, shopping opportunities, etc., but with that comes additional traffic.

Gary Deardorff, advised that he feels the project would be good for Molalla, but wants all things considered. He wanted to be sure that the Planning Commission takes all things into consideration and to be aware of potential problems.

#### CITY STAFF

Planning Director Potter asked the Commission turn to page 155, which explains minimum amount of park space. He advised all park areas need to be considered. He addressed the parking in the downtown area; advising that the growth issue has been a concern for some time. The downtown problem as identified in the Streetscape Plan is an issue and has been operating at either a D and/or F level. ODOT has been addressing this issue with the city as to when and how we are going to do it. He felt that at the continued meeting this area will be addressed. Most traffic areas are going to be impacted. He also advised that it is true that Section Street does have signage stating "truck route", he is not sure how or when this came about and that ODOT and the City will be addressing this. He further advised that SDC's are not the decision of the Planning Commission. He stated that parks, transportation elements will be addressed in detail on these issues. He will do an edited report so that the Commission can clearly see what the changes are.

Chairman Boreth asked if there were further questions by the Commission at this point.

There were none.

He also asked if there was additional testimony.

There was none.

Commissioner Mary Lynn Jacob moved to continue the hearing to Monday, May 9<sup>th</sup> at 6:00 p.m. Commissioner Maben seconded. Motion carried (7-0).

Commissioner Beattie moved to close the public hearing. Commissioner Trexler seconded. Motion carried (7-0).

(print in Garamond, size 11 is quoted from the staff report)

There is a long history to how this application came to be. In order to provide the easiest understanding of the time frame staff will provide a bulleted list of events.

- In 2007 the City of Molalla received a grant to complete a Downtown and Oregon 211 Streetscape Master Plan. This plan shows how property around the downtown could be better utilized. The plan also shows the streetscape design of properties along Highway 211. While this was originally suppose to be a master plan consultation with ODOT and City staff soon determined that the way the plan was written would be difficult for people to use therefore ODOT and staff agreed to use this document as a supporting document.
- On December 9, 2009 the City Council adopted an ordinance (Ordinance Number 2009-08) which established a moratorium on SDC's for development in the Commercial and Industrial zones.
- On February 12, 2010 the City issued a report on the pre-application conference to the applicants.
- On May 4, 2010 the City received a formal application from the applicant's engineers.
- On June 3, 2010 the City issued a letter stating that the applicant had not met the submittal criteria and listed the additional requirements to be met.
- In July of 2010 staff held a discussion with ODOT representative Sonya Kazen expressing some concerns due to the location and intensity and explained the potential for the City to receive grant monies to do a Quick Responser.
- In July of 2010 the City and applicant met with representatives of the Quick Response and established a consensus to move forward with this application.
- On September 22, 2010 the City received approval for the Quick Response.
- On December 20, 2010 the City received additional material from the applicant to finalize the application.
- On January 18, 2011 the City deemed the application complete.

- In January of 2011 Staff contacted the Quick Response leader to express the cities frustrations on the time frame it was taking to complete the project.
- On February 21, 2011 the City received a rough draft of the Quick Response materials.
- On March 15 the City received a final draft of the Quick Response materials.
- On March 9, 2011 the City received a phone call from ODOT expressing additional concerns regarding potential problems with traffic onto the Highway. Staff contacted the applicant and explained the concerns at which time the applicant requested an extension of the originally scheduled March 14, 2011 hearing.
- On March 11, 2011 the City received an extension of the 120 day rule by 60 additional days.
- On March 14, 2011 the City held a public hearing and extended the hearing until April 4, 2011 with no additional notice being made at that time.
- On March 24, 2011 the City held a phone meeting with ODOT and the applicant to determine what issues still exist and a process to move forward.

This property lies between two streets Hart Street and Shaver Street. The property is long and narrow. The application shows the owner to be Troy Vest. The property is approximately 1,400 feet long by 240 feet wide. This property currently resides within the City limits of Molalla. The property is bordered to the south by a small piece of property. The uses within the area are mostly residential in nature with some industrial development existing to the southwest of the subject property. Nearby amenities include Molalla City hall which lies to the west (approximately 800 feet), Fox Park which lies to the east (approximately 626 feet), Long Park which lies to the northeast (approximately 1,360 feet), Molalla Middle School which lies to the northwest (approximately 2,340 feet), and downtown Molalla which lies directly adjacent to the subject property.

The staff report recommended approval of the consolidated application with the following conditions:

1. PLANS SHALL BE ADJUSTED TO ENSURE THAT THE PARKING AREA IS NOT PLACED BETWEEN THE BUILDINGS ALONG W. MAIN STREET (HIGHWAY 211). THIS WOULD MEAN THAT THE TWO BUILDINGS ALONG THE FRONT IDENTIFIED AS THE RESTAURANT AND THE FAST FOOD WOULD NEED TO BE ADJUSTED TO ENSURE PARKING IS NOT SET BETWEEN THE TWO USES.
2. BOTH LOTS WHICH LIE ON THE W. MAIN STREET FRONTAGE SHALL PROVIDE AN ACCESS TO THE BUILDING WITHIN 20 FEET OF THE CORNER IN ORDER TO MEET THE REQUIREMENTS OF CORNER BUILDING ACCESS.
3. THE BUILDING IDENTIFIED AS "FAST FOOD" IS NOT PROVIDING WINDOWS ALONG THE WALL LENGTH ON THE NORTH SIDE WHICH IS IN VIOLATION OF THIS CODE. THE APPLICANT SHALL ADJUST THE SITE PLANS TO PROVIDE FOR A MINIMUM OF 40 PERCENT IN WINDOWS (16.4 FEET).

4. OUTDOOR STORAGE IS SHOWN TO BE CHAIN LINK WITH SLATS. CODE REQUIRES ALL OUTDOOR STORAGE AREAS TO BE BUILT WITH LIKE MATERIAL OF THE PRIMARY STRUCTURE. THE APPLICANT SHALL PROVIDE DETAIL SHEETS WHICH COMPLY WITH THIS STANDARD.
5. APPLICANT SHALL PROVIDE A NEW LIGHTING PLAN WHICH SHOWS A FOOT-CANDLE OF 2 ALONG ALL PEDESTRIAN WAYS.
6. THE APPLICANT SHALL USE CUT-OFF LENSES OR HOODS TO PREVENT GLARE AND LIGHT SPILL-OFF FROM A PROJECT SITE ONTO ADJACENT PROPERTIES FOR ALL LIGHTING INSTALLED.
7. LIGHTING SHALL COMPLY WITH THE DARK SKIES CRITERIA OF THE MOLALLA MUNICIPAL CODE UPON INSTALLATION.
8. THE APPLICANT MUST RE-CONFIGURE OR REMOVE THE DRIVE THROUGH IN ORDER TO COMPLY WITH THE CRITERIA ESTABLISHED IN 17.3.190.
9. THE APPLICANT SHALL ESTABLISH A HOME OWNERS ASSOCIATION TO TAKE CARE OF THE COMMON AREAS FOR THE TOWNHOMES IF SAID TOWNHOMES ARE GOING TO BE SOLD INDIVIDUALLY. PROOF OF THE HOME OWNERS ASSOCIATION SHALL BE FILED WITH THIS CITY AND PLACED IN THIS FILE.
10. THE APPLICANT SHALL ADJUST THE PLANS FOR THE TOWNHOMES AND PLACE BAY WINDOWS OR BALCONIES AS REQUIRED IN 17.2.200 (A.3) OF THE MDC.
11. THE APPLICANT SHALL PROVIDE PORCHES ON THE TOWNHOMES AS REQUIRED BY 17.2.200 (A.4) OF THE MDC. SUCH PLANS SHALL BE REVISED AND RESUBMITTED TO THE CITY TO ENSURE COMPLIANCE.
12. THE PROPOSED TRASH RECEPTACLES SHOW A CHAIN LINK FENCE WITH SLATS. THE APPLICANT SHALL PROVIDE THE CITY WITH SCREENING WHICH RESEMBLES THE DEVELOPMENT OF THE SITE.
13. VISION CLEARANCE STANDARDS SHALL BE MET AT ALL TIMES.
14. TREE SIZES SHALL BE INCREASED TO A MINIMUM OF 2" AT TIME OF PLANTING.
15. SHRUBS SHALL BE INCREASED TO 5 GALLON IN SIZE. IF THE APPLICANT'S LANDSCAPE ARCHITECT/ENGINEER CAN SHOW THAT THERE IS NO REASON TO PROVIDE THIS SIZE SHRUB THE CITY WOULD TAKE SUCH EVIDENCE AS COMPLIANCE WITH THIS CRITERIA.
16. ALL LANDSCAPE ISLANDS SHALL BE A MINIMUM OF 15 FOOT IN WIDTH.
17. LANDSCAPE PLANS SHALL BE MODIFIED TO INCLUDE SHRUBS IN THE LANDSCAPE ISLANDS.
18. THE DEVELOPER SHALL BE RESPONSIBLE FOR ENSURING THAT THE PLANTING OF TREES INCLUDING SOIL PREPARATION, GROUND COVER MATERIAL, STAKING, AND IRRIGATION EXIST FOR TWO YEARS AFTER PLANTING. THE PROPERTY OWNER SHALL CONTINUE TO BE RESPONSIBLE FOR TREE CARE AFTER THE TWO YEARS AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE AND OTHER PERTINENT CITY ORDINANCES AND REGULATIONS.
19. THE DEVELOPER SHALL ENTER INTO AN AGREEMENT AS DIRECTED BY THE PUBLIC WORKS DIRECTOR WHICH SHALL INCLUDE A FEE AS DETERMINED BY THE PUBLIC WORKS DIRECTOR FOR



THE CARE OF ALL STREET TREES. THIS CONDITION SHALL BE COMPLETED PRIOR TO BUILDING PERMIT ISSUANCE.

20. THE APPLICANT SHALL PROVIDE DETAILS OF THE BICYCLE RACK DESIGN TO ENSURE COMPLIANCE WITH CODE. DETAILS SHALL SHOW HOW THE BICYCLE RACK IS DESIGNED TO SECURE THE FRAME AND AT LEAST ONE WHEEL, AND ACCOMMODATE A LOCKING DEVICE.

21. THE APPLICANT SHALL CHANGE THE DIMENSIONS OF 5TH STREET TO COMPLY WITH THE TRANSPORTATION PLAN WHICH (FIGURE 19) WHICH SHOWS THE FOLLOWING RIGHT OF WAY:

- 60 FOOT RIGHT-OF-WAY
- 6 FOOT BICYCLE LANES
- 8 FOOT SIDEWALK
- NO ON-STREET PARKING
- NO LANDSCAPE STRIP

SUCH RIGHT-OF-WAY SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR AND PLANNING DIRECTOR PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT BEGINS.

22. CURRENTLY ODOT AND THE APPLICANT ARE WORKING ON LANGUAGE TO ADDRESS POSSIBLE TRAFFIC CONCERNS ALONG HIGHWAY 211. STAFF DISCUSSED WITH BOTH ODOT AND THE APPLICANT LANGUAGE TO PLACE IN TO THE RECORD WHICH WILL ADDRESS THE CONCERNS OF ODOT AND ENSURE ADEQUATE ENHANCEMENTS ARE DEVELOPED BASED ON TRIP COUNTS. IN ORDER TO COMPLY WITH THIS REQUIREMENT THE APPLICANT SHALL SUBMIT A LETTER TO ODOT FOR APPROVAL DEFINING THE TRIP CAPS AND IMPROVEMENTS. THEREFORE THE APPLICANT AND ODOT SHALL REACH AN AGREEMENT BASED ON TRIP CAPS FOR CERTAIN LEVELS OF DEVELOPMENT FOR THE HIGHWAY. THIS AGREEMENT IS MANDATORY TO COMPLY WITH THIS CONDITION OF APPROVAL. NO DEVELOPMENT OF THE SITE WILL OCCUR UNTIL BOTH ODOT AND THE CITY HAVE SIGNED OFF ON EACH BENCHMARK REACHED TO ENSURE NEW TRIPS GENERATED CAN BE HANDLED BY THE PROPOSED DEVELOPMENT. THIS CONDITION OF APPROVAL MAY NOT BE ALTERED OR CHANGED BY ANY OTHER AGREEMENT EXCEPT WITH THE JOINT AGREEMENT OF THE CITY, ODOT AND THE APPLICANT.

23. ALL UTILITIES SHALL BE PLACED UNDERGROUND.

24. THE APPLICANT SHALL BE REQUIRED TO PAY A FEE IN LIEU OF PARK IN THE AMOUNT OF \$318,199.00 TO COMPLY WITH THE PARK REQUIREMENTS OF THE PLAN. THE APPLICANT MAY REQUEST TO PLACE A PARK IN AN ALTERNATE AREA IN AN AMOUNT OF 4.68 ACRES IN ORDER TO SATISFY THE REQUIREMENTS OF THE PARK DEMANDS. SUCH A PARK SHALL BE SUBJECT TO CITY COUNCIL APPROVAL.

25. THE APPLICANT SHALL PROVIDE THE CITY WITH DETAILS ON THE TYPE AND HEIGHT OF THE OUTDOOR LIGHTING.

26. WINDOWS MAY NOT BE TINTED OR MIRRORED.

27. NO OUTDOOR MECHANICAL EQUIPMENT IS SHOWN BUT IF SUCH EQUIPMENT IS USED IT SHALL COMPLY WITH THE MOLALLA DEVELOPMENT CODE FOR SCREENING.

28. THE APPLICANT IS REQUIRED TO PROVIDE LANDSCAPING IN ADVANCE OF AN OCCUPANCY PERMIT OR SUBMIT A SURETY BOND EQUAL TO THE COST OF THE LANDSCAPING. THE PLANNING DIRECTOR WOULD REQUIRE THE APPLICANT TO SUBMIT A MINIMUM OF 3 BIDS TO THE CITY FOR SUCH LANDSCAPING EXPENSE. LANDSCAPING IS REQUIRED NO LONGER THAN 6 MONTHS FOLLOWING THE CERTIFICATE OF OCCUPANCY, IF A SURETY BOND IS FILED. IF INSTALLATION OF THE LANDSCAPING IS NOT COMPLETED WITHIN THE 6 MONTH PERIOD, THE SECURITY MAY BE USED BY THE CITY TO COMPLETE THE INSTALLATION.

29. PER THE AGREEMENT FOR SDC WAIVERS TO BE ELIGIBLE FOR THE WAIVERS THE APPLICANT IS REQUIRED TO HAVE BUILDING PERMITS ISSUED WITHIN 180 DAYS FROM THE DATE THE APPLICATION IS APPROVED.

30. THE APPLICANT SHALL BE REQUIRED TO SUBMIT FOR FINAL PLAT APPROVAL PRIOR TO ANY DEVELOPMENT ON THE SITE.

31. A PLAT NAME SHALL BE PROVIDED FOR REVIEW AT TIME OF FINAL PLAT SUBMITTAL. NO FINAL PLAT APPROVAL MAY TAKE PLACE UNTIL A PLAT NAME HAS BEEN APPROVED BY THE CITY.

32. ANY ALTERATION MADE FROM THIS APPLICATION MUST BE REVIEWED AND APPROVED BY PLANNING THROUGH PROCEDURES ESTABLISHED IN THE MOLALLA DEVELOPMENT CODE.

33. THE PARTITION PLAT SHALL BE VALID FOR A PERIOD OF TWO YEARS. FAILURE TO SUBMIT A FINAL PLAT WITHIN TWO YEARS SHALL RESULT IN A LAPSE OF THE PARTITION AND THE PARTITION APPROVAL, IF APPROVED, VOID.

34. THE SITE DESIGN REVIEW SHALL BE VALID FOR A PERIOD OF ONE YEAR. FAILURE TO SUBMIT BUILDING PERMITS WITHIN ONE YEAR SHALL RESULT IN A LAPSE OF THE SITE DESIGN REVIEW AND THE SITE DESIGN REVIEW APPROVAL, IF APPROVED, VOID.

35. SETBACKS FOR THE MULTI-FAMILY DEVELOPMENT SHALL BE INCREASED TO MEET THE MINIMUM STANDARDS OF 17.2.114. THE CURRENT STANDARDS ARE MOSTLY MET BUT THERE ARE 4 DIFFERENT BUILDINGS WHICH ENCROACH UPON THE REQUIRED SETBACKS.

36. PRIOR TO FINAL APPROVAL ON THE FINAL PLAT, ALL REQUIRED PUBLIC IMPROVEMENTS SHALL BE INSTALLED, INSPECTED, AND APPROVED. ALTERNATIVELY, THE APPLICANT SHALL PROVIDE A PERFORMANCE GUARANTEE, IN ACCORDANCE WITH CHAPTER 19.1.840 OF THE MOLALLA DEVELOPMENT CODE.

THE CONDITIONS OF APPROVAL BELOW SHALL BE COMPLETED AND REVIEWED AT THE TIME OF ENGINEERING REVIEW BEFORE THE PUBLIC WORKS DIRECTOR:

37. CONSTRUCTION OF DRIVEWAYS SHALL MEET THE REQUIREMENTS OF 18.1.200(K).

38. MARKED CROSSINGS SHALL HAVE CONTINUOUS, DETECTABLE MARKINGS, NOT LESS THAN 36 INCHES WIDE USING TEXTURAL MATERIAL THAT IS FIRM, STABLE, SLIP-RESISTANT, AND CONSISTENT WITH ADA (AMERICANS WITH DISABILITIES) ACT AND CHAPTER 11 OF THE STATE OF OREGON STRUCTURAL SPECIALTY CODE 1996 EDITION

39. WALKWAY AND ACCESSWAY SURFACES SHALL BE CONCRETE, ASPHALT, BRICK/MASONRY PAVERS, OR OTHER DURABLE SURFACE, AS APPROVED BY THE PUBLIC WORKS

DIRECTOR/CITY ENGINEER, AT LEAST 5 FEET WIDE. MULTI-USE PATHS (I.E., FOR BICYCLES AND PEDESTRIANS) SHALL BE CONCRETE OR ASPHALT, AT LEAST 10 FEET WIDE. ADDITIONAL REQUIREMENTS BASED ON SPECIFIC TRAIL PLANS MAY EXIST IN SEPARATE PARKS AND/OR TRAIL PLANS. (SEE ALSO, SECTION 18.4.100 - TRANSPORTATION STANDARDS FOR PUBLIC, MULTI-USE PATHWAY STANDARD).

40. WALKWAYS SHALL COMPLY WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. THE ENDS OF ALL RAISED WALKWAYS, WHERE THE WALKWAY INTERSECTS A DRIVEWAY OR STREET SHALL PROVIDE RAMPS THAT ARE ADA ACCESSIBLE, AND WALKWAYS SHALL PROVIDE DIRECT ROUTES TO PRIMARY BUILDING ENTRANCES.

41. WALKWAYS WITHOUT STAIRS SHALL HAVE A MAXIMUM SLOPE OF 5 PERCENT AND A MAXIMUM CROSS SLOPE OF 2 PERCENT. WALKWAYS SHALL BE PROTECTED BY BOLLARDS WHEN BORDERING PARKING SPACES. BOLLARDS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.

42. ALL SIGNIFICANT VEGETATION ON A SITE THAT IS NOT OTHERWISE DESIGNATED AND APPROVED BY THE CITY FOR REMOVAL SHALL BE PROTECTED PRIOR TO, DURING, AND AFTER CONSTRUCTION IN ACCORDANCE WITH A LIMIT-OF-CLEARING AND GRADING PLAN APPROVED BY THE CITY. THE CITY MAY LIMIT GRADING ACTIVITIES AND OPERATION OF VEHICLES AND HEAVY EQUIPMENT IN AND AROUND SIGNIFICANT VEGETATION AREAS TO PREVENT EROSION, POLLUTION, OR LANDSLIDE HAZARDS.

43. THE FOLLOWING DEVELOPMENT AND MAINTENANCE STANDARDS SHALL APPLY TO ALL DRIVEWAYS AND PRIVATE STREETS:

- DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS MAY BE PAVED WITH ASPHALT, CONCRETE, OR COMPARABLE SURFACING, OR A DURABLE NON-PAVING OR POROUS PAVING MATERIAL MAY BE USED TO REDUCE SURFACE WATER RUNOFF AND PROTECT WATER QUALITY. DRIVEWAY AND STREET MATERIALS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
  
- WHEN NON-POROUS PAVING IS USED, ALL DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS SHALL HAVE ON-SITE COLLECTION OF SURFACE WATERS TO ELIMINATE SHEET FLOW OF SUCH WATERS IN CONFORMANCE WITH CHAPTER 18.5 AND APPLICABLE ENGINEERING STANDARDS.
  
- WHEN DRIVEWAY APPROACHES OR "APRONS" ARE REQUIRED TO CONNECT DRIVEWAYS TO THE PUBLIC RIGHT-OF-WAY, THEY SHALL BE PAVED WITH CONCRETE SURFACING AND CONFORM TO THE CITY'S ENGINEERING DESIGN CRITERIA AND STANDARDS SPECIFICATIONS.

44. REQUIRED ACCESSIBLE PARKING SPACES SHALL BE IDENTIFIED WITH SIGNS AND PAVEMENT MARKINGS IDENTIFYING THEM AS RESERVED FOR PERSONS WITH DISABILITIES; SIGNS SHALL BE POSTED DIRECTLY IN FRONT OF THE PARKING SPACE AT A HEIGHT OF NOT LESS THAN 42 INCHES AND NO MORE THAN 72 INCHES ABOVE PAVEMENT LEVEL. VAN SPACES SHALL BE SPECIFICALLY IDENTIFIED AS SUCH.

45. CORNER CURB RADII SHALL BE AT LEAST 20 FEET, EXCEPT WHERE SMALLER RADII ARE APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.

46. CONCRETE CURBS, CURB CUTS, WHEELCHAIR RAMPS, BICYCLE RAMPS, AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARDS SPECIFIED IN CHAPTER 18.1, ACCESS CIRCULATION.

47. ACCESSWAY SURFACES SHALL BE PAVED WITH ALL WEATHER HARD-SURFACED MATERIALS AND DESIGNED TO DRAIN STORM WATER RUNOFF TO THE SIDE OR SIDES OF THE ACCESSWAY. PAVING, STORM DRAINAGE, SHOULDER TREATMENT, AND LANDSCAPING FOR ACCESSWAYS SHALL BE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.

48. THE APPLICANT SHALL ENSURE SIDEWALKS ARE INSTALLED AS ILLUSTRATED IN THE SUBMITTED PLANS TO THE STANDARDS DESCRIBED IN THIS CODE AND FURTHER REQUIRED BY THE PUBLIC WORKS DIRECTOR.

49. NEW STREETS AND DRIVES SHALL BE PAVED WITH AN ALL WEATHER SURFACE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.

50. ALL STREET IMPROVEMENTS INCLUDING SUB BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.

51. THE APPLICANT SHALL DEDICATE BOTH THE EXTENSIONS OF 3RD STREET AND 5TH STREET TO THE CITY OF MOLALLA.

52. THE APPLICANT SHALL APPLY AND RECEIVE APPROVAL FOR A GRADING AND EROSION CONTROL PERMIT PRIOR TO ANY DEVELOPMENT OF THE SITE.

53. ALL STREET IMPROVEMENTS, INCLUDING SUB-BASE, BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.

54. FILL SLOPE SHALL BEGIN NO CLOSER THAN 2 FEET TO THE EDGE OF THE CURB. CUT AND FILL SLOPES SHALL NOT EXCEED A RATIO OF 2 HORIZONTAL TO ONE VERTICAL. THE PUBLIC WORKS DIRECTOR SHALL REVIEW THE SLOPES DURING ENGINEERING REVIEW. THE PUBLIC WORKS DIRECTOR MAY APPROVE SLOPES NOT TO EXCEED A ONE TO ONE RATIO UPON CERTIFICATION BY A QUALIFIED ENGINEER OR GEOLOGIST STATING THAT THE SLOPE WILL REMAIN STABLE UNDER ALL FORESEEABLE CONDITIONS.

55. THE APPLICANT SHALL PROVIDE SLOPE EASEMENTS ON THE ENGINEERING REVIEW PLANS WHICH SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DIRECTOR. AT THAT TIME THE PUBLIC WORKS DIRECTOR MAY REQUEST SUCH SLOPE EASEMENTS BE DEDICATED TO THE CITY.

56. AREAS SET ASIDE FOR BICYCLE PARKING SHALL BE CLEARLY MARKED AND RESERVED FOR BICYCLE PARKING ONLY.

57. SANITARY SEWERS AND WATER MAINS SHALL BE INSTALLED TO SERVE EACH NEW DEVELOPMENT AND TO CONNECT DEVELOPMENTS TO EXISTING MAINS IN ACCORDANCE WITH THE CITY'S SANITARY SEWER MASTER PLAN, WATER SYSTEM MASTER PLAN, AND THE APPLICABLE CONSTRUCTION SPECIFICATIONS.

58. DEVELOPMENT PERMITS FOR SEWER AND WATER IMPROVEMENTS SHALL NOT BE ISSUED UNTIL THE PUBLIC WORKS DIRECTOR HAS APPROVED ALL SANITARY SEWER AND WATER PLANS IN CONFORMANCE WITH CITY STANDARDS.

59. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC WATER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.

60. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC SEWER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.

61. ADEQUATE WATER AND SEWER EXIST TO THE SITE FOR THIS DEVELOPMENT. STORM WATER DRAINAGE SHALL BE REVIEWED THROUGH THE ENGINEERING REVIEW PROCESS FOR ADEQUACY.

62. ALL UTILITY EASEMENTS SHALL BE RECORDED AND PROVIDED TO THE CITY. WHERE EASEMENTS ARE REQUIRED THE APPLICANT SHALL PROVIDE A 10 FOOT EASEMENT TO ENSURE ACCESS TO THE AREA IS AVAILABLE.

63. STREET LIGHT STANDARDS, WIRING, AND LAMPS SHALL BE INSTALLED ACCORDING TO THE SPECIFICATIONS AND STANDARDS OF THE PUBLIC WORKS DIRECTOR.

64. THE DEVELOPER'S REGISTERED PROFESSIONAL LAND SURVEYOR SHALL BE RESPONSIBLE FOR PROVIDING CERTIFICATION TO THE CITY THAT ALL BOUNDARY AND INTERIOR MONUMENTS SHALL BE REESTABLISHED AND PROTECTED.

65. THE APPROVED PLANS BY THE PUBLIC WORKS DIRECTOR SHALL BE REVIEWED BY THE UNITED STATES POSTAL SERVICE AND A LETTER PROVIDED TO THE CITY STATING THAT THE LOCATION OF THE MAILBOXES MEETS THE INTENTIONS OF THE POSTAL SERVICE.

66. ALL IMPROVEMENTS INSTALLED BY THE DEVELOPER SHALL BE GUARANTEED AS TO WORKMANSHIP AND MATERIAL FOR A PERIOD OF 2 YEARS FOLLOWING ACCEPTANCE BY THE CITY. THE DEVELOPER IS REQUIRED TO PROVIDE THE CITY WITH A BOND FOR 10 PERCENT OF THE TOTAL COSTS OF IMPROVEMENTS IN THE DEVELOPMENT.

67. THE DEVELOPER SHALL MAKE ARRANGEMENTS WITH THE CITY, THE APPLICABLE DISTRICT, AND EACH UTILITY FRANCHISE FOR THE PROVISION AND DEDICATION OF UTILITY EASEMENTS NECESSARY TO PROVIDE FULL SERVICES TO THE DEVELOPMENT. THE CITY'S STANDARD WIDTH FOR PUBLIC MAIN LINE UTILITY EASEMENTS SHALL BE DETERMINED BY THE PUBLIC WORKS DIRECTOR AT TIME OF ENGINEERING REVIEW.

68. DURING THE ENGINEERING REVIEW THE PUBLIC WORKS DIRECTOR SHALL ENSURE THAT DRAINAGE IS LARGE ENOUGH TO ACCOMMODATE EXISTING AND POTENTIAL FUTURE RUNOFF FROM THE ENTIRE UPSTREAM DRAINAGE AREA, WHETHER INSIDE OR OUTSIDE THE DEVELOPMENT.

69. WHERE IT IS ANTICIPATED BY THE PUBLIC WORKS DIRECTOR THAT THE ADDITIONAL RUNOFF RESULTING FROM THE DEVELOPMENT WILL OVERLOAD AN EXISTING DRAINAGE FACILITY, THE CITY SHALL WITHHOLD APPROVAL OF THE DEVELOPMENT UNTIL PROVISION HAVE BEEN MADE FOR IMPROVEMENT OF THE POTENTIAL CONDITION OR UNTIL PROVISIONS HAVE BEEN MADE FOR STORAGE OF ADDITIONAL RUNOFF CAUSED BY THE DEVELOPMENT IN ACCORDANCE WITH CITY STANDARDS.

70. THE PUBLIC WORKS DIRECTOR MAY REQUIRE OVER-SIZING OF THE WATER, SEWER, AND/OR STORM SYSTEMS TO ACCOMMODATE FUTURE DEVELOPMENT WITHIN THE AREA AS PROJECTED BY THE APPLICABLE WATER, SEWER, AND/OR STORM DRAINAGE MASTER PLAN PROVIDED THAT THE CITY MAY GRANT THE DEVELOPER CREDIT OR ESTABLISH A "PAYBACK" AGREEMENT TOWARD ANY REQUIRED SYSTEM DEVELOPMENT CHARGE FOR THE SAME. THIS WILL BE DETERMINED AT THE TIME OF ENGINEERING REVIEW.

71. THE PUBLIC WORKS DIRECTOR SHALL REQUIRE ALL EASEMENTS FOR SEWERS, STORM DRAINAGE AND WATER QUALITY FACILITIES, WATER MAINS, ELECTRIC LINES, OR OTHER PUBLIC UTILITIES AT TIME OF ENGINEERING REVIEW. SUCH EASEMENTS SHALL BE RECORDED WITH THE FINAL PLAT.

72. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ADEQUATE STORM DRAINAGE IS PROVIDED TO EACH LOT OR PARCEL OF LAND AND CONNECTED TO THE CITY'S STORM DRAINAGE SYSTEM WHERE SUCH FACILITIES EXIST. WHERE A PUBLIC STREET IS TO BE DEDICATED OR IMPROVED BY THE APPLICANT, THE APPLICANT SHALL ALSO INSTALL AND DEDICATE TO THE CITY A STORM DRAINAGE SYSTEM IN SAID STREET UNLESS THE PUBLIC WORKS DIRECTOR FINDS A MORE REASONABLE ALTERNATIVE EXISTS FOR THE AREA.

73. NO PUBLIC IMPROVEMENTS, INCLUDING SANITARY SEWERS, STORM SEWERS, STREETS, SIDEWALKS, CURBS, LIGHTING, PARKS, OR OTHER REQUIREMENTS SHALL BE UNDERTAKEN EXCEPT AFTER THE PLANS HAVE BEEN APPROVED BY THE CITY, PERMIT FEE PAID, AND PERMIT ISSUED. THE PERMIT FEE IS REQUIRED TO DEFRAY THE COST AND EXPENSES INCURRED BY THE CITY FOR CONSTRUCTION AND OTHER SERVICES IN CONNECTION WITH THE IMPROVEMENT.

74. ALL RESPONSIBLE SHALL KEEP OPEN DRAINAGE WAYS ON PROPERTY WHICH THEY POSSESS OR CONTROL CLEARED OF DEBRIS AND VEGETATION AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE.

75. PERSONS RESPONSIBLE SHALL MAINTAIN NON-PUBLIC STORM DRAINAGE FACILITIES ON PROPERTY WHICH THEY POSSESS OR CONTROL SO AS TO PREVENT FLOODING OR DAMAGE TO OTHER PROPERTY NOT POSSESSED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE.

76. THE PUBLIC WORKS DIRECTOR MAY REQUIRE A MAINTENANCE AGREEMENT TO BE ESTABLISHED FOR ANY NEW AND/OR EXISTING STORM DRAINAGE FACILITIES AT TIME OF ENGINEERING REVIEW.

77. THE APPLICANT WILL BE REQUIRED TO OBTAIN STORM WATER APPROVAL THROUGH BOTH ODOT AND THE PUBLIC WORKS DIRECTOR.

78. THE PUBLIC WORKS DESIGN STANDARDS WHICH FOLLOW THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OREGON CHAPTER A.P.W.A., SHALL BE A PART OF THE CITY'S ADOPTED INSTALLATION STANDARD(S); OTHER STANDARDS MAY ALSO BE REQUIRED UPON REVIEW OF THE ENGINEER PLANS BY THE PUBLIC WORKS DIRECTOR.

79. WORK SHALL NOT BEGIN IN ANY PUBLIC RIGHT-OF-WAY UNTIL THE CITY HAS BEEN PROVIDED NOTICE A MINIMUM OF 2 WEEKS IN ADVANCE OF THE WORK.

80. IF WORK IN THE PUBLIC RIGHT-OF-WAY IS DISCONTINUED FOR MORE THAN ONE MONTH, NO RESUMING OF WORK SHALL OCCUR UNTIL THE CITY IS NOTIFIED IN WRITING.

81. IMPROVEMENTS SHALL BE CONSTRUCTED UNDER THE INSPECTION AND TO THE SATISFACTION OF THE CITY. THE CITY MAY REQUIRE MINOR CHANGES IN TYPICAL SECTIONS AND DETAILS IF UNUSUAL CONDITIONS ARISING DURING CONSTRUCTION WARRANT SUCH CHANGES IN THE PUBLIC INTEREST. MODIFICATIONS TO THE APPROVED DESIGN REQUESTED BY THE DEVELOPER MAY BE SUBJECT TO REVIEW UNDER CHAPTER 19.6.

82. A REGISTERED ENGINEER SHALL PROVIDE WRITTEN CERTIFICATION IN A FORM REQUIRED BY THE CITY THAT ALL IMPROVEMENTS, WORKMANSHIP, AND MATERIALS ARE IN ACCORD WITH CURRENT AND STANDARD ENGINEERING AND CONSTRUCTION PRACTICES, CONFORM TO APPROVED PLANS AND CONDITIONS OF APPROVAL, AND ARE OF HIGH GRADE, PRIOR TO CITY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS, OR ANY PORTION THEREOF, FOR OPERATION AND MAINTENANCE.

83. THE DEVELOPER'S ENGINEER SHALL PROVIDE 2 SETS OF AS-BUILT PLANS, IN CONFORMANCE WITH THE PUBLIC WORKS DIRECTOR SPECIFICATIONS, FOR PERMANENT FILING WITH THE CITY.

84. THE IMPROVEMENT OF BOTH PUBLIC AND PRIVATE STORM DRAINAGE FACILITIES THROUGH OR ADJACENT TO A NEW DEVELOPMENT SHALL BE PROVIDED BY THE PERSON RESPONSIBLE FOR THE DEVELOPMENT. SAID IMPROVEMENTS SHALL COMPLY WITH ALL APPLICABLE CITY ORDINANCES, POLICIES AND STANDARDS.

85. NO PORTION OR STATEMENT HEREIN OR SUBSEQUENT INTERPRETATIONS OR POLICIES SHALL RELIEVE ANY PROPERTY OWNER OF ASSESSMENTS LEVIED AGAINST REAL PROPERTY FOR A LOCAL IMPROVEMENT PROJECT OR FOR ABATING CONDITIONS ON THE PROPERTY THAT VIOLATE ANY PROVISION OF THIS CODE.

86. UPON REVIEW OF THE ENGINEERING REQUIREMENTS THE PUBLIC WORKS DIRECTOR MAY REQUIRE A PERFORMANCE BOND WHICH COMPLIES WITH THE STANDARDS OF MDC 19.3.520.

87. THE PUBLIC WORKS DIRECTOR SHALL ISSUE AN ACCESS PERMIT AS PART OF THE ENGINEERING REVIEW SINCE ALL ACCESSES ABUT A CITY OWNED STREET.

88. PLANS FOR MAILBOXES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR DURING ENGINEER REVIEW.

89. THE PUBLIC WORKS DIRECTOR MAY DETERMINE THAT THE DEVELOPER PROVIDE BONDING OR OTHER PERFORMANCE GUARANTEES TO ENSURE COMPLETION OF REQUIRED PUBLIC IMPROVEMENTS.

#### FIRE DEPARTMENT CONDITIONS OF APPROVAL

90. BUILDING PERMITS SHALL BE REVIEWED BY THE MOLALLA FIRE DEPARTMENT. THE FIRE DEPARTMENT MAY ADDRESS THESE AND ADDITIONAL ISSUES THAT ARISE FROM THAT REVIEW. FIRE REQUIREMENTS SHALL BE MET BY THE APPLICANT.

91. NEED TO SEE STRIPING DETAIL FOR THE "NO PARKING" AREAS IN THE COMPLEXES ALONG HART, SHAVER, 3RD AND 5TH STREETS. SEE OREGON FIRE CODE D103.6, 503.3 AND 503.2.

92. NEED TO SEE PREMISE IDENTIFICATION DETAIL.

93. NEED TO SEE DETAIL ON TURNING RADII. SEE OREGON FIRE CODE 503.2.4, D103.3 AND D103.3.1. MINIMUM TURNING RADII SHALL BE 28'/48' RESPECTIVELY.

94. NEED TO SEE DETAILS ON CONSTRUCTION CLASSIFICATIONS OF THE NON-SPEC RETAIL STORES AND RESTAURANTS. ADDITIONAL FIRE HYDRANTS OR FIRE SUPPRESSIONS SYSTEMS MAY BE REQUIRED DEPENDING ON WHAT TYPE OF HAZARD WILL OCCUPY THE BUILDINGS.

95. AN ADDITIONAL 5 FIRE HYDRANTS NEED TO BE ADDED TO SATISFY THE REQUIREMENTS OF SECTION C105 OF THE 2007 OREGON FIRE CODE AS REQUIRED UPON MY REVIEW.

96. ALL HYDRANTS NEW AND EXISTING SHALL HAVE A 4" STORTS QUICK CONNECT INSTALLED PRIOR TO ANY OCCUPANCY OF ANY BUILDING.

97. VAULT DETAIL AND SPRINKLER SYSTEM PLANS, CUT SHEETS AND FLOW CALCULATIONS NEED TO BE PROVIDED TO THE MOLALLA FIRE DEPARTMENT AFTER 3<sup>RD</sup> PARTY REVIEW.

98. THERE WAS NO FACP PLANS PROVIDED TO MOLALLA FIRE. THE ALARM PANEL SHALL BE FULLY ADDRESSABLE. PLANS, CUT SHEETS AND VOLTAGE CALCULATIONS WILL NEED TO BE PROVIDED TO MOLALLA FIRE AFTER REVIEW BY A 3<sup>RD</sup> PARTY. SEE OREGON FIRE CODE 907.1.1. THE SYSTEM SHALL BE MONITORED BY AN INDEPENDENT 3<sup>RD</sup> PARTY CONTRACTOR. SEE OREGON FIRE CODE 903.4.

99. ALL FDC'S SHALL BE REMOTE AND BE LOCATED WITHIN 50' OF A FIRE HYDRANT. THAT VERBIAGE NEEDS TO BE PUT ON THE PLANS IN THE FDC DETAIL SECTION. SEE OREGON FIRE CODE 903.3.7 AND SECTION 912.

100. ALL FIRE HYDRANTS SHALL HAVE A MINIMUM CLEAR SPACE AROUND THE HYDRANTS OF NOT LESS THAN 3' FROM ANY OBSTRUCTION. IF THE OBSTRUCTION IS ELECTRICAL IN NATURE THE CLEAR SPACE SHALL BE INCREASED TO 4'. SEE OREGON FIRE CODE 508.5.4, 508.4.5 ORS 860-024-0010. THIS NEEDS TO BE ON THE HYDRANT DETAIL SECTION.

101. 10' EACH DIRECTION OF THE CENTER NUT OF EACH HYDRANT SHALL BE CLEARLY IDENTIFIED AS "NO PARKING". SEE ORS 811.550(116). THIS NEEDS TO BE ON THE PLANS IN THE HYDRANT DETAIL SECTION.

102. ALL THRUST BLOCKING WILL NEED TO BE VISUALLY INSPECTED. THIS VERBIAGE WILL NED TO BE ON THE PLANS IN THE PLUMBING DETAIL.

Per the applicant's request, the hearing will be postponed for additional information pending from ODOT (Oregon Department of Transportation).

## **VI. Old Business**

Planning Director Potter advised of the city email and that it was having problems last week. He apologized for the delay for a report by the email not working properly. He advised the Commission should have all documents at least a week in advance. He recommended putting items in a binder for hearings so that the Commission has all material in one place for hearings.



Goal setting papers need to be submitted to the Planning Director.

**COMP PLAN RESULTS**

The Planning Commission of Clackamas County denied the proposed comp plan last week. He felt that the City of Molalla attorney did a spectacular job on presentation; however, the County did not approve Molalla's proposal. April 27<sup>th</sup> will be the Board of Commissioners hearing, further information will be sent.

Commissioner Gates expressed his thoughts on the meeting with County. He was disappointed in the decision of the County.

Chairman Boreth was surprised that according to the scripts used in land use procedures, he didn't hear anything listed about state code and that they referenced not planning for 50 + years.

**VII. Approvals/Recommendations**

None.

**VIII. Training**

None.

**IX. Events**

None.

**X. Directors Report**

None.

**XI. Round Table**

None.

**XII. Adjourn and Set Next Meeting Date**

Commissioner Maben moved to adjourn the meeting. Commissioner Trexler seconded. Motion carried (7-0).

Minutes submitted by: Secretary Melanie Maben \_\_\_\_\_

Minutes approved by: Chairman Glen Boreth \_\_\_\_\_

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Public Hearing held at Molalla Adult Center, 315 Kennel Street, Molalla, OR 97038

**I. Call to Order**

Chairman Boreth called to order the regular meeting of the Molalla Planning Commission at 6:00 on May 17, 2011.

**II. Roll Call**

Commissioners: Jerome Beattie, present; Scott Benthin, absent; Glen Boreth, present; Roger Gates, present; Melanie Maben, present; Bob Trexler, absent (excused)

City Staff: Shane Potter, present.

**III. Flag Salute**

**IV. Public Comment Period**

**V. File No.: CA 2010-1 Public Hearing**

Legal Description: Township 5 South, Range 2 East, Section 8DD, Tax Lots 09300 and 09400

Applicant/Owner: Vest Properties LLC.

Proposal: Comprehensive Plan Map Amendment, Zone Change, Site Design Review, Partition, and Conditional Use to change land currently light industrial to commercial land to develop a 164 multi-family dwelling units and nearly 30,000 square feet of commercial space.

Commissioner Maben moved to open the public hearing. Commissioner Beattie seconded. Motion carried (5-0).

Chairman asked the Planning Commission if there has been any Ex Parte Communication. There were none, nor any audience challenges.

Chairman Boreth explained the Quasi Judicial Land Use Procedure:

1. The hearing will proceed in the following general order: staff report, applicant's presentation, testimony in favor of the application, testimony in opposition to the application, rebuttal, record closes, decision maker deliberation and decision.
2. A list of the applicable substantive criteria.

3. All testimony, arguments and evidence must be directed toward the applicable substantive criteria, or other criteria in the Comprehensive Plan or Land Use Regulations, which the person believes to apply to the decision.
4. If any person believes that other criteria apply in addition to those addressed in the staff report, those criteria must be listed and discussed on the record.
5. The decision maker may reasonably limit oral presentations in length or content depending upon time constraints.
6. Any party may submit written materials of any length while the public record is open.
7. Failure to raise an issue on the record, with sufficient specificity and accompanied by statements or evidence sufficient to afford the City and all parties to respond to the issue, will preclude appeal on that issue to the Land Use Board of Appeals.
8. Failure by the applicant to raise constitutional or other issues relating to the proposed conditions of approval, with sufficient specificity to allow the City to respond to the issue, precludes an action for damages in Circuit Court.
9. Any party wishing a continuance or to keep open the record must make that request while the record is still open.
10. The Hearings Officer or chair shall call for any ex-parte contacts, conflicts of interest or bias before the beginning of each hearing item.

Hearing no ex parte communication, nor challenges from the audience, Chairman Boreth opened the hearing to Planning Director Potter.

City Planning Director Potter gave a background on the application, which was listed in the staff report.

Information via staff report.

(print in Garamond, size 11 is quoted from the staff report)

There is a long history to how this application came to be. In order to provide the easiest understanding of the time frame staff will provide a bulleted list of events.

- In 2007 the City of Molalla received a grant to complete a Downtown and Oregon 211 Streetscape Master Plan. This plan shows how property around the downtown could be better utilized. The plan also shows the streetscape design of properties along Highway 211. While this was originally suppose to be a master plan consultation with ODOT and City staff soon determined that the way the plan was written would be difficult for people to use therefore ODOT and staff agreed to use this document as a supporting document.
- On December 9, 2009 the City Council adopted an ordinance (Ordinance Number 2009-08) which established a moratorium on SDC's for development in the Commercial and Industrial zones.

- On February 12, 2010 the City issued a report on the pre-application conference to the applicants.
- On May 4, 2010 the City received a formal application from the applicant's engineers.
- On June 3, 2010 the City issued a letter stating that the applicant had not met the submittal criteria and listed the additional requirements to be met.
- In July of 2010 staff held a discussion with ODOT representative Sonya Kazen expressing some concerns due to the location and intensity and explained the potential for the City to receive grant monies to do a Quick Response.
- In July of 2010 the City and applicant met with representatives of the Quick Response and established a consensus to move forward with this application.
- On September 22, 2010 the City received approval for the Quick Response.
- On December 20, 2010 the City received additional material from the applicant to finalize the application.
- On January 18, 2011 the City deemed the application complete.
- In January of 2011 Staff contacted the Quick Response leader to express the cities frustrations on the time frame it was taking to complete the project.
- On February 21, 2011 the City received a rough draft of the Quick Response materials.
- On March 15 the City received a final draft of the Quick Response materials.
- On March 9, 2011 the City received a phone call from ODOT expressing additional concerns regarding potential problems with traffic onto the Highway. Staff contacted the applicant and explained the concerns at which time the applicant requested an extension of the originally scheduled March 14, 2011 hearing.
- On March 11, 2011 the City received an extension of the 120 day rule by 60 additional days.
- On March 14, 2011 the City held a public hearing and extended the hearing until April 4, 2011 with no additional notice being made at that time.
- On March 24, 2011 the City held a phone meeting with ODOT and the applicant to determine what issues still exist and a process to move forward.

This property lies between two streets Hart Street and Shaver Street. The property is long and narrow. The application shows the owner to be Troy Vest. The property is approximately 1,400 feet long by 240 feet wide. This property currently resides within the City limits of Molalla. The property is bordered to the south by a small piece of property. The uses within the area are mostly residential in nature with some industrial development existing to the southwest of the subject property. Nearby amenities include Molalla City hall which lies to the west (approximately 800 feet), Fox Park which lies to the east (approximately 626 feet), Long Park which lies to the

northeast (approximately 1,360 feet), Molalla Middle School which lies to the northwest (approximately 2,340 feet), and downtown Molalla which lies directly adjacent to the subject property.

**STAFF RECOMMENDS APPROVAL OF THIS CONSOLIDATED APPLICATION WITH THE FOLLOWING CONDITIONS OF APPROVAL. REVIEW OF THE SUBMITTED DOCUMENTS IS NOT APPROVAL OF OMISSIONS, OVERSIGHT OF AUTHORIZATION OF NON-COMPLIANCE WITH ANY REGULATIONS OF THIS AGENCY OR OF THE REGULATIONS OF ANY OTHER AGENCY. THIS DECISION SHOULD NOT BE CONSIDERED A PRECEDENT SETTING RECOMMENDATION AS EACH PROJECT IS REVIEWED ON A CASE BY CASE BASIS.**

1. PLANS SHALL BE ADJUSTED TO PLACE PARKING TO THE REAR OR SIDE INSTEAD OF ADJACENT TO W. MAIN STREET (HIGHWAY 211). THIS WOULD MEAN THAT THE TWO BUILDINGS ALONG THE FRONT IDENTIFIED AS THE RESTAURANT AND THE FAST FOOD WOULD NEED TO BE ADJUSTED TO ENSURE PARKING IS NOT SET BETWEEN THE TWO USES.
2. BOTH LOTS WHICH LIE ON THE W. MAIN STREET FRONTAGE SHALL PROVIDE AN ACCESS TO THE BUILDING WITHIN 20 FEET OF THE CORNER IN ORDER TO MEET THE REQUIREMENTS OF CORNER BUILDING ACCESS.
3. THE BUILDING IDENTIFIED AS "FAST FOOD" IS NOT PROVIDING WINDOWS ALONG THE WALL LENGTH ON THE NORTH SIDE. THE APPLICANT SHALL ADJUST THE SITE PLANS TO PROVIDE FOR A MINIMUM OF 40 PERCENT IN WINDOWS (16.4 FEET).
4. OUTDOOR STORAGE IS SHOWN TO BE CHAIN LINK WITH SLATS. CODE REQUIRES ALL OUTDOOR STORAGE AREAS TO BE BUILT WITH LIKE MATERIAL OF THE PRIMARY STRUCTURE. THE APPLICANT SHALL PROVIDE DETAIL SHEETS WHICH COMPLY WITH THIS STANDARD.
5. APPLICANT SHALL PROVIDE A NEW LIGHTING PLAN WHICH SHOWS A FOOT-CANDLE OF 3 ALONG ALL PEDESTRIAN WAYS.
6. THE APPLICANT SHALL USE CUT-OFF LENSES OR HOODS TO PREVENT GLARE AND LIGHT SPILL-OFF FROM A PROJECT SITE ONTO ADJACENT PROPERTIES FOR ALL LIGHTING INSTALLED.
7. LIGHTING SHALL COMPLY WITH THE DARK SKIES CRITERIA OF THE MOLALLA MUNICIPAL CODE UPON INSTALLATION.
8. THE APPLICANT MUST RE-CONFIGURE OR REMOVE THE DRIVE THROUGH IN ORDER TO COMPLY WITH THE CRITERIA ESTABLISHED IN 17.3.190. THE FAST FOOD CANNOT PROVIDE A DRIVE-UP/DRIVE-THROUGH WHICH IS ADJACENT TO A STREET.
9. THE APPLICANT SHALL ESTABLISH A HOME OWNERS ASSOCIATION TO TAKE CARE OF THE COMMON AREAS FOR THE TOWNHOMES IF SAID TOWNHOMES ARE GOING TO BE SOLD INDIVIDUALLY. PROOF OF THE HOME OWNERS ASSOCIATION SHALL BE FILED WITH THIS CITY AND PLACED IN THIS FILE.
10. THE APPLICANT SHALL ADJUST THE PLANS FOR THE TOWNHOMES AND PLACE BAY WINDOWS OR BALCONIES AS REQUIRED IN 17.2.200 (A.3) OF THE MDC.
11. THE APPLICANT SHALL PROVIDE PORCHES ON THE TOWNHOMES AS REQUIRED BY 17.2.200 (A.4) OF THE MDC.

12. THE PROPOSED TRASH RECEPTACLES SHOW A CHAIN LINK FENCE WITH SLATS. THE APPLICANT SHALL PROVIDE THE CITY WITH SCREENING WHICH RESEMBLES THE DEVELOPMENT OF THE SITE.

13. VISION CLEARANCE STANDARDS SHALL BE MET AT ALL TIMES.

14. TREE SIZES SHALL BE INCREASED TO A MINIMUM OF 2" AT TIME OF PLANTING.

15. SHRUBS SHALL BE INCREASED TO 5 GALLON IN SIZE. IF THE APPLICANT'S LANDSCAPE ARCHITECT/ENGINEER CAN SHOW THAT THERE IS NO REASON TO PROVIDE THIS SIZE SHRUB THE CITY WOULD TAKE SUCH EVIDENCE AS COMPLIANCE WITH THIS CRITERIA.

16. ALL LANDSCAPE ISLANDS SHALL BE A MINIMUM OF 15 FOOT IN WIDTH.

17. LANDSCAPE PLANS SHALL BE MODIFIED TO INCLUDE SHRUBS IN THE LANDSCAPE ISLANDS.

18. THE DEVELOPER SHALL BE RESPONSIBLE FOR ENSURING THAT THE PLANTING OF TREES INCLUDING SOIL PREPARATION, GROUND COVER MATERIAL, STAKING, AND IRRIGATION EXIST FOR TWO YEARS AFTER PLANTING. THE PROPERTY OWNER SHALL CONTINUE TO BE RESPONSIBLE FOR TREE CARE AFTER THE TWO YEARS AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE AND OTHER PERTINENT CITY ORDINANCES AND REGULATIONS.

19. THE DEVELOPER SHALL ENTER INTO AN AGREEMENT WITH THE PUBLIC WORKS DIRECTOR, WHICH SHALL INCLUDE A FEE FOR THE CARE OF ALL STREET TREES. THIS CONDITION SHALL BE COMPLETED PRIOR TO BUILDING PERMIT ISSUANCE.

20. THE APPLICANT IS REQUIRED TO PROVIDE LANDSCAPING IN ADVANCE OF AN OCCUPANCY PERMIT OR SUBMIT A SURETY BOND EQUAL TO THE COST OF THE LANDSCAPING. THE PLANNING DIRECTOR WOULD REQUIRE THE APPLICANT TO SUBMIT A MINIMUM OF 3 BIDS TO THE CITY FOR SUCH LANDSCAPING EXPENSE. LANDSCAPING IS REQUIRED NO LONGER THAN 6 MONTHS FOLLOWING THE CERTIFICATE OF OCCUPANCY, IF A SURETY BOND IS FILED. IF INSTALLATION OF THE LANDSCAPING IS NOT COMPLETED WITHIN THE 6 MONTH PERIOD, THE SECURITY MAY BE USED BY THE CITY TO COMPLETE THE INSTALLATION.

21. THE APPLICANT SHALL PROVIDE DETAILS OF THE BICYCLE RACK DESIGN TO ENSURE COMPLIANCE WITH CODE. DETAILS SHALL SHOW HOW THE BICYCLE RACK IS DESIGNED TO SECURE THE FRAME AND AT LEAST ONE WHEEL, AND ACCOMMODATE A LOCKING DEVICE.

22. THE APPLICANT SHALL CHANGE THE DIMENSIONS OF 5TH STREET TO COMPLY WITH THE TRANSPORTATION PLAN WHICH (FIGURE 19) WHICH SHOWS THE FOLLOWING RIGHT OF WAY:

- 60 FOOT RIGHT-OF-WAY
- 6 FOOT BICYCLE LANES
- 8 FOOT SIDEWALK
- NO ON-STREET PARKING
- NO LANDSCAPE STRIP

SUCH RIGHT-OF-WAY SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR AND PLANNING DIRECTOR PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT BEGINS.

23. THE APPLICANT SHALL CONSTRUCT A SIGNAL TO ODOT STANDARDS AT THE INTERSECTION OF MAIN AND MOLALLA. CURRENTLY THIS LIGHT IS OPERATING AT A FAILING LEVEL. THE ADDITION OF THIS DEVELOPMENT WILL PUSH THIS INTERSECTION WELL BEYOND THE SAFETY ALLOWANCES.

24. THE APPLICANT SHALL PLACE A TRIP CAP OF 4,320 TRIPS ON THE PROPERTY. THIS TRIP CAP HAS BEEN DISCUSSED WITH ODOT AND THE APPLICANT AND IT IS UNDERSTOOD THAT THIS TRIP CAP WOULD ALLOW THE COMMERCIAL AND RESIDENTIAL DEVELOPMENT TO OCCUR, HOWEVER THE FAST FOOD WOULD NOT BE ABLE TO BE BUILT OUT AT THIS TIME. THE APPLICANT WILL BE REQUIRED TO WORK WITH ODOT ON AN ALTERNATIVE ANALYSIS IN ORDER TO BUILD PORTIONS AS PART OF THIS TRIP AND PUT THE ALLOWANCE FOR THE FAST FOOD TO BE PLACED ON HOLD UNTIL WHICH PROVIDES THE HIGHEST DEVELOPMENT OF LAND. SIMPLY USING THE FAST FOOD WOULD EAT UP A MAJORITY OF THE TRIPS AND WOULD NOT ALLOW MUCH MORE DEVELOPMENT OF THE SITE.

25. THE APPLICANT SHALL PLACE TURN LANES ON W. MAIN STREET (HWY 211) AND COMPLY WITH THE STANDARDS OF THE PUBLIC WORKS DIRECTOR AND THOSE REQUIREMENTS ESTABLISHED BY ODOT FOR SUCH TURN LANES. THERE IS EXPECTED TO BE A NEED GREATER THAN THE CURRENT RIGHT-OF-WAY LOCATED ON HIGHWAY 211 IN ORDER TO MEET THE TURN LANE STANDARDS. THE APPLICANT SHALL DEDICATE THE NECESSARY AMOUNT OF LAND NEEDED TO COMPLY WITH ODOT STANDARDS.

26. THE APPLICANT SHALL DEVELOP AND DEDICATE THE LANDS FOR THE EXTENSION OF 3RD STREET AND 5TH STREET. THIS DEDICATION SHALL COMPLY WITH THE PUBLIC WORKS DIRECTORS STANDARDS FOR STREETS.

27. THE APPLICANT SHALL RECONSTRUCT HART STREET AND SHAVER AVENUE DUE TO THEIR CURRENT CONDITION. SUCH RECONSTRUCTION SHALL COMPLY WITH THE STANDARDS OF THE PUBLIC WORKS DIRECTOR.

28. THE APPLICANT SHALL LIMIT ACCESS ONTO HART STREET FROM W. MAIN STREET (HWY 211) TO TURN IN TRAFFIC ONLY (ENTER FROM W. MAIN STREET TO HART STREET) AND RESTRICT TRAFFIC TO EXIT HART STREET ONTO HIGHWAY 211.

29. NO ADDITIONAL ACCESSES BEYOND THOSE OF HART STREET AND SHAVER AVENUE SHALL BE ALLOWED TO ACCESS W. MAIN STREET.

30. THE APPLICANT SHALL REDESIGN THE PLANS TO REMOVE THE ACCESS FROM PARCEL ONE (COMMERCIAL AND TOWNHOMES) ON TO 3RD STREET. ACCESS FROM PARCEL ONE WILL COME FROM SHAVER AVENUE AND HART STREET.

31. THE APPLICANT SHALL PROVIDE TREE WELLS CONSISTENT WITH THE REQUIREMENTS OF ODOT AND THE PUBLIC WORKS DIRECTOR ALONG W. MAIN STREET TO PROVIDE A BUFFER BETWEEN THE AUTOMOBILE AND THE PEDESTRIAN.

32. THE APPLICANT SHALL PROVIDE OUTDOOR SEATING FOR THE FAST FOOD RESTAURANT AS A WAY TO LIMIT THE IMPACTS CREATED BY FAST FOOD.



33. THE APPLICANT SHALL INCORPORATE PUBLIC ART THAT INCORPORATES OUTDOOR SEATING SUCH AS A SCULPTURE OR FOUNTAIN.
34. THE APPLICANT SHALL CLOSE ALL ACCESSES TO THE PROPERTY AS A RESULT OF DEVELOPMENT OF THE SITE.
35. THE APPLICANT SHALL CONSTRUCT THE DRIVEWAYS CONSISTENT WITH SECTION 18.1.200(K.3) OF THE MDC AND THE REQUIREMENTS ESTABLISHED BY THE PUBLIC WORKS DIRECTOR.
36. EVERGREEN HEDGES, TREES AND/OR DECORATIVE WALLS SHALL BE USED TO SCREEN THE PARKING AREAS THAT ARE ADJACENT TO STREETS.
37. SHRUBS SHALL BE REQUIRED TO BE PLANTED IN LANDSCAPE ISLANDS TO COMPLY WITH THE CODE.
38. ALL STREET TREES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR AND ODOT (ALONG W. MAIN STREET).
39. PRIOR TO BUILDING PERMIT ISSUANCE THE APPLICANT SHALL PROVIDE A GRADING AND EROSION CONTROL PLAN AS REQUIRED BY THESE CRITERIA.
40. NO SIGNS ARE BEING PROPOSED AT THIS TIME. AT SUCH TIME A SIGN IS INSTALLED THE OWNER SHALL APPLY FOR AND RECEIVE APPROVAL FROM THE CITY OF MOLALLA PRIOR TO ANY CONSTRUCTION OF THE SIGN.
41. HOURS OF OPERATION OF ANY OF THE COMMERCIAL BUSINESSES SHALL BE LIMITED TO 5AM - 12AM.
42. THERE ARE BUILDINGS WHICH DO NOT COMPLY WITH THE SETBACK REQUIREMENTS. THE APPLICANT SHALL ADJUST THE PLANS TO COMPLY WITH THESE REQUIREMENTS.
43. THE APPLICANT SHALL PROVIDE A MINIMUM OF 174 COVERED PARKING SPACES IN THE MULTI-FAMILY RESIDENTIAL PORTION OF THE DEVELOPMENT.
44. THE APPLICANT SHALL EXTEND THE RIGHT OF WAY ALONG SHAVER AVENUE TO 10' AND TURN THIS INTO A TRAIL RATHER THAN A 5' SIDEWALK. DUE TO THE SETBACK REQUIREMENTS THE ADDITIONAL 5' REQUIRED WILL BE COUNTED IN THE SETBACK AMOUNT. SINCE THIS TRAIL COMPLIES WITH THE NEEDS AS IDENTIFIED IN THE PARKS AND RECREATION MASTER PLAN STAFF WILL REDUCE THE AMOUNT OF PARK IN LIEU OF FEE BY THE AMOUNT OF ADDITIONAL SPACE CREATED BY THIS TRAIL.
45. THE APPLICANT SHALL PROVIDE MORE INTENSE SCREENING ALONG SHAVER AVENUE AND THE DEVELOPMENT TO BUFFER THE RESIDENCES FROM THE TRAIL.
46. ALL UTILITIES SHALL BE PLACED UNDERGROUND.
47. THE APPLICANT SHALL BE REQUIRED TO PAY A FEE IN LIEU OF PARK IN THE AMOUNT OF \$318,199.00 TO COMPLY WITH THE PARK REQUIREMENTS OF THE PLAN. THE APPLICANT MAY REQUEST TO PLACE A PARK IN AN ALTERNATE AREA IN AN AMOUNT OF 4.68 ACRES IN ORDER TO SATISFY THE REQUIREMENTS OF THE PARK DEMANDS. SUCH A PARK SHALL BE SUBJECT TO CITY

COUNCIL APPROVAL. THIS FEE MAY BE REDUCED BY THE AMOUNT OF SPACE CONSTRUCTED FOR THE TRAIL ALONG SHAVER AVENUE AS REQUIRED LATER AS A CONDITION OF APPROVAL.

48. THE APPLICANT SHALL PROVIDE THE CITY WITH DETAILS ON THE TYPE AND HEIGHT OF THE OUTDOOR LIGHTING.

49. WINDOWS MAY NOT BE TINTED OR MIRRORED.

50. NO OUTDOOR MECHANICAL EQUIPMENT IS SHOWN BUT IF SUCH EQUIPMENT IS USED IT SHALL COMPLY WITH THE MOLALLA DEVELOPMENT CODE FOR SCREENING.

51. PER THE AGREEMENT FOR SDC WAIVERS TO BE ELIGIBLE FOR THE WAIVERS THE APPLICANT IS REQUIRED TO HAVE BUILDING PERMITS ISSUED WITHIN 180 DAYS FROM THE DATE THE APPLICATION IS APPROVED.

52. THE APPLICANT SHALL BE REQUIRED TO SUBMIT FOR FINAL PLAT APPROVAL PRIOR TO ANY DEVELOPMENT ON THE SITE.

53. A PLAT NAME SHALL BE PROVIDED FOR REVIEW AT TIME OF FINAL PLAT SUBMITTAL. NO FINAL PLAT APPROVAL MAY TAKE PLACE UNTIL A PLAT NAME HAS BEEN APPROVED BY THE CITY.

54. ANY ALTERATION MADE FROM THIS APPLICATION MUST BE REVIEWED AND APPROVED BY PLANNING THROUGH PROCEDURES ESTABLISHED IN THE MOLALLA DEVELOPMENT CODE.

55. THE PARTITION PLAT SHALL BE VALID FOR A PERIOD OF TWO YEARS. FAILURE TO SUBMIT A FINAL PLAT WITHIN TWO YEARS SHALL RESULT IN A LAPSE OF THE PARTITION AND THE PARTITION APPROVAL, IF APPROVED, VOID.

56. THE SITE DESIGN REVIEW SHALL BE VALID FOR A PERIOD OF ONE YEAR. FAILURE TO SUBMIT BUILDING PERMITS WITHIN ONE YEAR SHALL RESULT IN A LAPSE OF THE SITE DESIGN REVIEW AND THE SITE DESIGN REVIEW APPROVAL, IF APPROVED, VOID.

57. SETBACKS FOR THE MULTI-FAMILY DEVELOPMENT SHALL BE INCREASED TO MEET THE MINIMUM STANDARDS OF 17.2.114. THE CURRENT STANDARDS ARE MOSTLY MET BUT THERE ARE 4 DIFFERENT BUILDINGS WHICH ENCROACH UPON THE REQUIRED SETBACKS.

58. PRIOR TO FINAL APPROVAL ON THE FINAL PLAT, ALL REQUIRED PUBLIC IMPROVEMENTS SHALL BE INSTALLED, INSPECTED, AND APPROVED. ALTERNATIVELY, THE APPLICANT SHALL PROVIDE A PERFORMANCE GUARANTEE, IN ACCORDANCE WITH CHAPTER 19.1.840 OF THE MOLALLA DEVELOPMENT CODE.

59. ONCE THE PARTITION PLAT HAS BEEN APPROVED THE APPLICANT SHALL SUBMIT A FINAL PLAT FOR REVIEW WHICH WILL ENSURE CONSISTENCY WITH THE PARTITION PLAT APPROVAL. THE FINAL PLAT REVIEW IS A SEPARATE LAND USE ACTION.

60. AN APPLICATION FOR FINAL PLAT REVIEW SHALL BE REQUIRED BEFORE THIS PARTITION PLAT.

61. ANY ALTERATION MADE FROM THIS APPLICATION MUST BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT THROUGH PROCEDURES ESTABLISHED IN THE MDC.

62. PERMITS SHALL BE REQUIRED FOR THE DEMOLITION OF ANY BUILDINGS ON THE PROPERTY(S).

63. THE PARTITION PLAT SHALL BE VALID FOR A PERIOD OF TWO YEARS. FAILURE TO SUBMIT A FINAL PLAT WITHIN TWO YEARS SHALL RESULT IN A LAPSE OF THE PARTITION AND THE PARTITION APPROVAL, IF APPROVED, VOID.

64. THE PARKING AREA DEPICTED BETWEEN THE RESTAURANT AND FAST FOOD IS IN VIOLATION OF THIS SECTION. THE APPLICANT SHALL REDESIGN THE BUILDING LAYOUT ALONG THE FRONT TO COMPLY WITH THESE STANDARDS AND OTHER STANDARDS.

65. THE CITY SHALL RECEIVE ADEQUATE ASSURANCES THAT THE PARTITIONER HAS AGREED TO MAKE ALL PUBLIC IMPROVEMENTS WHICH ARE REQUIRED AS CONDITIONS OF APPROVAL OF THIS PLAN HAVE BEEN MET.

66. THE PUBLIC WORKS DIRECTOR SHALL CERTIFY THAT ALL REQUIRED PUBLIC IMPROVEMENTS ARE COMPLETED AND APPROVED.

67. AN IMPROVEMENT AGREEMENT BETWEEN THE CITY AND THE DEVELOPER, EXECUTED AND FILED WITH THE CITY. THE AGREEMENT SHALL BE ACCOMPANIED BY A PERFORMANCE GUARANTEE AS SPECIFIED BY THE CITY. UPON THE DEVELOPER'S REQUEST, THE AGREEMENT MAY BE EXTENDED FOR AN ADDITIONAL 6 MONTHS IF THE PERFORMANCE GUARANTEES ARE MODIFIED TO REFLECT ANY CHANGE IN COST OF CONSTRUCTION. THE AGREEMENT SHALL STATE THAT ALL IMPROVEMENTS COMPLETED WITHIN THE TERM OF THE AGREEMENT OR ITS EXTENSION SHALL BE COMPLETED BY THE CITY AT THE EXPENSE OF THE DEVELOPER. THE CITY SHALL ESTIMATE THE COST OF COMPLETING THE WORK, CALL UPON THE BOND OR DEPOSIT FOR FUNDS NECESSARY TO COVER THE COST, AND COMPLETE THE IMPROVEMENT(S) FROM FUNDS COLLECTED UNDER THE PERFORMANCE GUARANTEE. IF THE FUNDS COLLECTED UNDER THE PERFORMANCE GUARANTEE ARE NOT SUFFICIENT TO INSTALL THE REQUIRED IMPROVEMENT(S), THE CITY MAY EITHER HOLD THE COLLECTED FUNDS UNTIL ADDITIONAL FUNDS ARE AUTHORIZED FOR THE IMPROVEMENT(S) OR EXPEND THE COLLECTED FUNDS ON A REVISED IMPROVEMENT(S) OR ON A PORTION OF THE IMPROVEMENT(S) AS DETERMINED REASONABLE BY THE PUBLIC WORKS DIRECTOR.

**THE CONDITIONS OF APPROVAL BELOW SHALL BE COMPLETED AND REVIEWED AT THE TIME OF ENGINEERING REVIEW BEFORE THE PUBLIC WORKS DIRECTOR:**

68. CONSTRUCTION OF DRIVEWAYS SHALL MEET THE REQUIREMENTS OF 18.1.200(K).

69. THE APPLICANT SHALL OBTAIN STORM WATER PERMITS FROM THE PUBLIC WORKS DIRECTOR AND ODOT IF SUCH STORM ENTERS W. MAIN (HWY 211).

70. STREET TREES SHALL BE PLACED IN TREE WELLS ALONG W. MAIN STREET (HWY 211) IN ORDER TO PROVIDE A SEPARATION FROM THE AUTOMOBILE AND THE PEDESTRIAN. SUCH STREET TREES SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DIRECTOR AND ODOT FOR COMPLIANCE WITH THESE STANDARDS.

71. ODOT RIGHT-OF-WAY SHALL BE ENHANCED TO MEET THE STANDARDS AS ESTABLISHED ON PAGE 94 OF THE MOLALLA TRANSPORTATION SYSTEMS PLAN AND FURTHER DETAILED IN EXHIBIT M.

72. MARKED CROSSINGS SHALL HAVE CONTINUOUS, DETECTABLE MARKINGS, NOT LESS THAN 36 INCHES WIDE USING TEXTURAL MATERIAL THAT IS FIRM, STABLE, SLIP-RESISTANT, AND

CONSISTENT WITH ADA (AMERICANS WITH DISABILITIES) ACT AND CHAPTER 11 OF THE STATE OF OREGON STRUCTURAL SPECIALTY CODE 1996 EDITION

73. WALKWAY AND ACCESSWAY SURFACES SHALL BE CONCRETE, ASPHALT, BRICK/MASONRY PAVERS, OR OTHER DURABLE SURFACE, AS APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER, AT LEAST 5 FEET WIDE. MULTI-USE PATHS (I.E., FOR BICYCLES AND PEDESTRIANS) SHALL BE CONCRETE OR ASPHALT, AT LEAST 10 FEET WIDE. ADDITIONAL REQUIREMENTS BASED ON SPECIFIC TRAIL PLANS MAY EXIST IN SEPARATE PARKS AND/OR TRAIL PLANS. (SEE ALSO, SECTION 18.4.100 - TRANSPORTATION STANDARDS FOR PUBLIC, MULTI-USE PATHWAY STANDARD).

74. WALKWAYS SHALL COMPLY WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. THE ENDS OF ALL RAISED WALKWAYS, WHERE THE WALKWAY INTERSECTS A DRIVEWAY OR STREET SHALL PROVIDE RAMPS THAT ARE ADA ACCESSIBLE, AND WALKWAYS SHALL PROVIDE DIRECT ROUTES TO PRIMARY BUILDING ENTRANCES.

75. WALKWAYS WITHOUT STAIRS SHALL HAVE A MAXIMUM SLOPE OF 5 PERCENT AND A MAXIMUM CROSS SLOPE OF 2 PERCENT. WALKWAYS SHALL BE PROTECTED BY BOLLARDS WHEN BORDERING PARKING SPACES. BOLLARDS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.

76. ALL SIGNIFICANT VEGETATION ON A SITE THAT IS NOT OTHERWISE DESIGNATED AND APPROVED BY THE CITY FOR REMOVAL SHALL BE PROTECTED PRIOR TO, DURING, AND AFTER CONSTRUCTION IN ACCORDANCE WITH A LIMIT-OF-CLEARING AND GRADING PLAN APPROVED BY THE CITY. THE CITY MAY LIMIT GRADING ACTIVITIES AND OPERATION OF VEHICLES AND HEAVY EQUIPMENT IN AND AROUND SIGNIFICANT VEGETATION AREAS TO PREVENT EROSION, POLLUTION, OR LANDSLIDE HAZARDS.

77. THE FOLLOWING DEVELOPMENT AND MAINTENANCE STANDARDS SHALL APPLY TO ALL DRIVEWAYS AND PRIVATE STREETS:

- DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS MAY BE PAVED WITH ASPHALT, CONCRETE, OR COMPARABLE SURFACING, OR A DURABLE NON-PAVING OR POROUS PAVING MATERIAL MAY BE USED TO REDUCE SURFACE WATER RUNOFF AND PROTECT WATER QUALITY. DRIVEWAY AND STREET MATERIALS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
- WHEN NON-POROUS PAVING IS USED, ALL DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS SHALL HAVE ON-SITE COLLECTION OF SURFACE WATERS TO ELIMINATE SHEET FLOW OF SUCH WATERS IN CONFORMANCE WITH CHAPTER 18.5 AND APPLICABLE ENGINEERING STANDARDS.
- WHEN DRIVEWAY APPROACHES OR "APRONS" ARE REQUIRED TO CONNECT DRIVEWAYS TO THE PUBLIC RIGHT-OF-WAY, THEY SHALL BE PAVED WITH CONCRETE SURFACING AND CONFORM TO THE CITY'S ENGINEERING DESIGN CRITERIA AND STANDARDS SPECIFICATIONS.

78. REQUIRED ACCESSIBLE PARKING SPACES SHALL BE IDENTIFIED WITH SIGNS AND PAVEMENT MARKINGS IDENTIFYING THEM AS RESERVED FOR PERSONS WITH DISABILITIES; SIGNS SHALL BE POSTED DIRECTLY IN FRONT OF THE PARKING SPACE AT A HEIGHT OF NOT LESS THAN 42 INCHES AND NO MORE THAN 72 INCHES ABOVE PAVEMENT LEVEL. VAN SPACES SHALL BE SPECIFICALLY IDENTIFIED AS SUCH.

79. CORNER CURB RADII SHALL BE AT LEAST 20 FEET, EXCEPT WHERE SMALLER RADII ARE APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
80. CONCRETE CURBS, CURB CUTS, WHEELCHAIR RAMPS, BICYCLE RAMPS, AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARDS SPECIFIED IN CHAPTER 18.1, ACCESS CIRCULATION.
81. ACCESSWAY SURFACES SHALL BE PAVED WITH ALL WEATHER HARD-SURFACED MATERIALS AND DESIGNED TO DRAIN STORM WATER RUNOFF TO THE SIDE OR SIDES OF THE ACCESSWAY. PAVING, STORM DRAINAGE, SHOULDER TREATMENT, AND LANDSCAPING FOR ACCESSWAYS SHALL BE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.
82. THE APPLICANT SHALL ENSURE SIDEWALKS ARE INSTALLED AS ILLUSTRATED IN THE SUBMITTED PLANS TO THE STANDARDS DESCRIBED IN THIS CODE AND FURTHER REQUIRED BY THE PUBLIC WORKS DIRECTOR.
83. NEW STREETS AND DRIVES SHALL BE PAVED WITH AN ALL WEATHER SURFACE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.
84. ALL STREET IMPROVEMENTS INCLUDING SUB BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.
85. THE APPLICANT SHALL DEDICATE BOTH THE EXTENSIONS OF 3RD STREET AND 5TH STREET TO THE CITY OF MOLALLA.
86. ALL STREET IMPROVEMENTS, INCLUDING SUB-BASE, BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.
87. FILL SLOPE SHALL BEGIN NO CLOSER THAN 2 FEET TO THE EDGE OF THE CURB. CUT AND FILL SLOPES SHALL NOT EXCEED A RATIO OF 2 HORIZONTAL TO ONE VERTICAL. THE PUBLIC WORKS DIRECTOR SHALL REVIEW THE SLOPES DURING ENGINEERING REVIEW. THE PUBLIC WORKS DIRECTOR MAY APPROVE SLOPES NOT TO EXCEED A ONE TO ONE RATIO UPON CERTIFICATION BY A QUALIFIED ENGINEER OR GEOLOGIST STATING THAT THE SLOPE WILL REMAIN STABLE UNDER ALL FORESEEABLE CONDITIONS.
88. THE APPLICANT SHALL PROVIDE SLOPE EASEMENTS ON THE ENGINEERING REVIEW PLANS WHICH SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DIRECTOR. AT THAT TIME THE PUBLIC WORKS DIRECTOR MAY REQUEST SUCH SLOPE EASEMENTS BE DEDICATED TO THE CITY.
89. AREAS SET ASIDE FOR BICYCLE PARKING SHALL BE CLEARLY MARKED AND RESERVED FOR BICYCLE PARKING ONLY.
90. SANITARY SEWERS AND WATER MAINS SHALL BE INSTALLED TO SERVE EACH NEW DEVELOPMENT AND TO CONNECT DEVELOPMENTS TO EXISTING MAINS IN ACCORDANCE WITH THE CITY'S SANITARY SEWER MASTER PLAN, WATER SYSTEM MASTER PLAN, AND THE APPLICABLE CONSTRUCTION SPECIFICATIONS.

91. DEVELOPMENT PERMITS FOR SEWER AND WATER IMPROVEMENTS SHALL NOT BE ISSUED UNTIL THE PUBLIC WORKS DIRECTOR HAS APPROVED ALL SANITARY SEWER AND WATER PLANS IN CONFORMANCE WITH CITY STANDARDS.

92. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC WATER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.

93. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC SEWER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.

94. ADEQUATE WATER AND SEWER EXIST TO THE SITE FOR THIS DEVELOPMENT. STORM WATER DRAINAGE SHALL BE REVIEWED THROUGH THE ENGINEERING REVIEW PROCESS FOR ADEQUACY.

95. ALL UTILITY EASEMENTS SHALL BE RECORDED AND PROVIDED TO THE CITY. WHERE EASEMENTS ARE REQUIRED THE APPLICANT SHALL PROVIDE A 10 FOOT EASEMENT TO ENSURE ACCESS TO THE AREA IS AVAILABLE.

96. STREET LIGHT STANDARDS, WIRING, AND LAMPS SHALL BE INSTALLED ACCORDING TO THE SPECIFICATIONS AND STANDARDS OF THE PUBLIC WORKS DIRECTOR.

97. THE DEVELOPER'S REGISTERED PROFESSIONAL LAND SURVEYOR SHALL BE RESPONSIBLE FOR PROVIDING CERTIFICATION TO THE CITY THAT ALL BOUNDARY AND INTERIOR MONUMENTS SHALL BE REESTABLISHED AND PROTECTED.

98. THE APPROVED PLANS BY THE PUBLIC WORKS DIRECTOR SHALL BE REVIEWED BY THE UNITED STATES POSTAL SERVICE AND A LETTER PROVIDED TO THE CITY STATING THAT THE LOCATION OF THE MAILBOXES MEETS THE INTENTIONS OF THE POSTAL SERVICE.

99. ALL IMPROVEMENTS INSTALLED BY THE DEVELOPER SHALL BE GUARANTEED AS TO WORKMANSHIP AND MATERIAL FOR A PERIOD OF 2 YEARS FOLLOWING ACCEPTANCE BY THE CITY. THE DEVELOPER IS REQUIRED TO PROVIDE THE CITY WITH A BOND FOR 10 PERCENT OF THE TOTAL COSTS OF IMPROVEMENTS IN THE DEVELOPMENT.

100. THE DEVELOPER SHALL MAKE ARRANGEMENTS WITH THE CITY, THE APPLICABLE DISTRICT, AND EACH UTILITY FRANCHISE FOR THE PROVISION AND DEDICATION OF UTILITY EASEMENTS NECESSARY TO PROVIDE FULL SERVICES TO THE DEVELOPMENT. THE CITY'S STANDARD WIDTH FOR PUBLIC MAIN LINE UTILITY EASEMENTS SHALL BE DETERMINED BY THE PUBLIC WORKS DIRECTOR AT TIME OF ENGINEERING REVIEW.

101. DURING THE ENGINEERING REVIEW THE PUBLIC WORKS DIRECTOR SHALL ENSURE THAT DRAINAGE IS LARGE ENOUGH TO ACCOMMODATE EXISTING AND POTENTIAL FUTURE RUNOFF FROM THE ENTIRE UPSTREAM DRAINAGE AREA, WHETHER INSIDE OR OUTSIDE THE DEVELOPMENT.

102. WHERE IT IS ANTICIPATED BY THE PUBLIC WORKS DIRECTOR THAT THE ADDITIONAL RUNOFF RESULTING FROM THE DEVELOPMENT WILL OVERLOAD AN EXISTING DRAINAGE FACILITY, THE CITY SHALL WITHHOLD APPROVAL OF THE DEVELOPMENT UNTIL PROVISIONS HAVE BEEN MADE FOR IMPROVEMENT OF THE POTENTIAL CONDITION OR UNTIL PROVISIONS HAVE BEEN MADE FOR STORAGE OF ADDITIONAL RUNOFF CAUSED BY THE DEVELOPMENT IN ACCORDANCE WITH CITY STANDARDS.

103. THE PUBLIC WORKS DIRECTOR MAY REQUIRE OVER-SIZING OF THE WATER, SEWER, AND/OR STORM SYSTEMS TO ACCOMMODATE FUTURE DEVELOPMENT WITHIN THE AREA AS PROJECTED BY THE APPLICABLE WATER, SEWER, AND/OR STORM DRAINAGE MASTER PLAN PROVIDED THAT THE CITY MAY GRANT THE DEVELOPER CREDIT OR ESTABLISH A "PAYBACK" AGREEMENT TOWARD ANY REQUIRED SYSTEM DEVELOPMENT CHARGE FOR THE SAME. THIS WILL BE DETERMINED AT THE TIME OF ENGINEERING REVIEW.

104. THE PUBLIC WORKS DIRECTOR SHALL REQUIRE ALL EASEMENTS FOR SEWERS, STORM DRAINAGE AND WATER QUALITY FACILITIES, WATER MAINS, ELECTRIC LINES, OR OTHER PUBLIC UTILITIES AT TIME OF ENGINEERING REVIEW. SUCH EASEMENTS SHALL BE RECORDED WITH THE FINAL PLAT.

105. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ADEQUATE STORM DRAINAGE IS PROVIDED TO EACH LOT OR PARCEL OF LAND AND CONNECTED TO THE CITY'S STORM DRAINAGE SYSTEM WHERE SUCH FACILITIES EXIST. WHERE A PUBLIC STREET IS TO BE DEDICATED OR IMPROVED BY THE APPLICANT, THE APPLICANT SHALL ALSO INSTALL AND DEDICATE TO THE CITY A STORM DRAINAGE SYSTEM IN SAID STREET UNLESS THE PUBLIC WORKS DIRECTOR FINDS A MORE REASONABLE ALTERNATIVE EXISTS FOR THE AREA.

106. NO PUBLIC IMPROVEMENTS, INCLUDING SANITARY SEWERS, STORM SEWERS, STREETS, SIDEWALKS, CURBS, LIGHTING, PARKS, OR OTHER REQUIREMENTS SHALL BE UNDERTAKEN EXCEPT AFTER THE PLANS HAVE BEEN APPROVED BY THE CITY, PERMIT FEE PAID, AND PERMIT ISSUED. THE PERMIT FEE IS REQUIRED TO DEFRAY THE COST AND EXPENSES INCURRED BY THE CITY FOR CONSTRUCTION AND OTHER SERVICES IN CONNECTION WITH THE IMPROVEMENT.

107. ALL RESPONSIBLE SHALL KEEP OPEN DRAINAGE WAYS ON PROPERTY WHICH THEY POSSESS OR CONTROL CLEARED OF DEBRIS AND VEGETATION AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE.

108. PERSONS RESPONSIBLE SHALL MAINTAIN NON-PUBLIC STORM DRAINAGE FACILITIES ON PROPERTY WHICH THEY POSSESS OR CONTROL SO AS TO PREVENT FLOODING OR DAMAGE TO OTHER PROPERTY NOT POSSESSED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE.

109. THE PUBLIC WORKS DIRECTOR MAY REQUIRE A MAINTENANCE AGREEMENT TO BE ESTABLISHED FOR ANY NEW AND/OR EXISTING STORM DRAINAGE FACILITIES AT TIME OF ENGINEERING REVIEW.

110. THE APPLICANT WILL BE REQUIRED TO OBTAIN STORM WATER APPROVAL THROUGH BOTH ODOT AND THE PUBLIC WORKS DIRECTOR.

111. THE PUBLIC WORKS DESIGN STANDARDS WHICH FOLLOW THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OREGON CHAPTER A.P.W.A., SHALL BE A PART OF THE CITY'S ADOPTED INSTALLATION STANDARD(S); OTHER STANDARDS MAY ALSO BE REQUIRED UPON REVIEW OF THE ENGINEER PLANS BY THE PUBLIC WORKS DIRECTOR.

112. WORK SHALL NOT BEGIN IN ANY PUBLIC RIGHT-OF-WAY UNTIL THE CITY HAS BEEN PROVIDED NOTICE A MINIMUM OF 2 WEEKS IN ADVANCE OF THE WORK.

113. IF WORK IN THE PUBLIC RIGHT-OF-WAY IS DISCONTINUED FOR MORE THAN ONE MONTH, NO RESUMING OF WORK SHALL OCCUR UNTIL THE CITY IS NOTIFIED IN WRITING.

114. IMPROVEMENTS SHALL BE CONSTRUCTED UNDER THE INSPECTION AND TO THE SATISFACTION OF THE CITY. THE CITY MAY REQUIRE MINOR CHANGES IN TYPICAL SECTIONS AND DETAILS IF UNUSUAL CONDITIONS ARISING DURING CONSTRUCTION WARRANT SUCH CHANGES IN THE PUBLIC INTEREST. MODIFICATIONS TO THE APPROVED DESIGN REQUESTED BY THE DEVELOPER MAY BE SUBJECT TO REVIEW UNDER CHAPTER 19.6.

115. A REGISTERED ENGINEER SHALL PROVIDE WRITTEN CERTIFICATION IN A FORM REQUIRED BY THE CITY THAT ALL IMPROVEMENTS, WORKMANSHIP, AND MATERIALS ARE IN ACCORD WITH CURRENT AND STANDARD ENGINEERING AND CONSTRUCTION PRACTICES, CONFORM TO APPROVED PLANS AND CONDITIONS OF APPROVAL, AND ARE OF HIGH GRADE, PRIOR TO CITY ACCEPTANCE FOR THE PUBLIC IMPROVEMENTS, OR ANY PORTION THEREOF, FOR OPERATION AND MAINTENANCE.

116. THE DEVELOPER'S ENGINEER SHALL PROVIDE 2 SETS OF AS-BUILT PLANS, IN CONFORMANCE WITH THE PUBLIC WORKS DIRECTOR SPECIFICATIONS, FOR PERMANENT FILING WITH THE CITY.

117. THE IMPROVEMENT OF BOTH PUBLIC AND PRIVATE STORM DRAINAGE FACILITIES THROUGH OR ADJACENT TO A NEW DEVELOPMENT SHALL BE PROVIDED BY THE PERSON RESPONSIBLE FOR THE DEVELOPMENT. SAID IMPROVEMENTS SHALL COMPLY WITH ALL APPLICABLE CITY ORDINANCES, POLICIES AND STANDARDS.

118. NO PORTION OR STATEMENT HEREIN OR SUBSEQUENT INTERPRETATIONS OR POLICIES SHALL RELIEVE ANY PROPERTY OWNER OF ASSESSMENTS LEVIED AGAINST REAL PROPERTY FOR A LOCAL IMPROVEMENT PROJECT OR FOR ABATING CONDITIONS ON THE PROPERTY THAT VIOLATE ANY PROVISION OF THIS CODE.

119. UPON REVIEW OF THE ENGINEERING REQUIREMENTS THE PUBLIC WORKS DIRECTOR MAY REQUIRE A PERFORMANCE BOND WHICH COMPLIES WITH THE STANDARDS OF MDC 19.3.520.

120. THE PUBLIC WORKS DIRECTOR SHALL ISSUE AN ACCESS PERMIT AS PART OF THE ENGINEERING REVIEW SINCE ALL ACCESSES ABOUT A CITY OWNED STREET.

121. PLANS FOR MAILBOXES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR DURING ENGINEER REVIEW.

122. THE PUBLIC WORKS DIRECTOR MAY DETERMINE THAT THE DEVELOPER PROVIDE BONDING OR OTHER PERFORMANCE GUARANTEES TO ENSURE COMPLETION OF REQUIRED PUBLIC IMPROVEMENTS.

123. THE APPLICANT SHALL REACH AN AGREEMENT WITH THE PUBLIC WORKS DIRECTOR PRIOR TO SIGN OFF OF ENGINEERING REVIEW TO ENSURE STREET TREES ARE MAINTAINED.

124. ALL LANDSCAPING SHALL BE INSTALLED AND ASSURANCES PROVIDED PER THE PUBLIC WORKS DIRECTOR PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED FOR ANY BUILDINGS.

125. THE APPLICANT SHALL HAVE ALL IMPROVEMENTS INSTALLED, INSPECTED AND APPROVED OR HAVE PROVIDED A PERFORMANCE GUARANTEE, IN ACCORDANCE WITH SECTION 19.1.840 PRIOR TO THE CITY CERTIFYING THE FINAL PLAT.



126. THE APPLICANT SHALL ENTER INTO A PERFORMANCE GUARANTEE WITH THE CITY AS SPELLED OUT IN 19.3.520 OF THE MDC.

127.

**FIRE DEPARTMENT CONDITIONS OF APPROVAL**

128. BUILDING PERMITS SHALL BE REVIEWED BY THE MOLALLA FIRED DEPARTMENT. THE FIRE DEPARTMENT MAY ADDRESS THESE AND ADDITIONAL ISSUES THAT ARISE FROM THAT REVIEW. FIRE REQUIREMENTS SHALL BE MET BY THE APPLICANT.

129. NEED TO SEE STRIPING DETAIL FOR THE "NO PARKING" AREAS IN THE COMPLEXES ALONG HART, SHAVER, 3<sup>RD</sup> AND 5<sup>TH</sup> STREETS. SEE OREGON FIRE CODE D103.6, 503.3 AND 503.2.

130. NEED TO SEE PREMISE IDENTIFICATION DETAIL.

131. NEED TO SEE DETAIL ON TURNING RADII. SEE OREGON FIRE CODE 503.2.4, D103.3 AND D103.3.1. MINIMUM TURNING RADII SHALL BE 28'/48' RESPECTIVELY.

132. NEED TO SEE DETAILS ON CONSTRUCTION CLASSIFICATIONS OF THE NON-SPEC RETAIL STORES AND RESTAURANTS. ADDITIONAL FIRE HYDRANTS OR FIRE SUPPRESSIONS SYSTEMS MAY BE REQUIRED DEPENDING ON WHAT TYPE OF HAZARD WILL OCCUPY THE BUILDINGS.

133. AN ADDITIONAL 5 FIRE HYDRANTS NEED TO BE ADDED TO SATISFY THE REQUIREMENTS OF SECTION C105 OF THE 2007 OREGON FIRE CODE AS REQUIRED UPON MY REVIEW.

134. ALL HYDRANTS NEW AND EXISTING SHALL HAVE A 4" STORTS QUICK CONNECT INSTALLED PRIOR TO ANY OCCUPANCY OF ANY BUILDING.

135. VAULT DETAIL AND SPRINKLER SYSTEM PLANS, CUT SHEETS AND FLOW CALCULATIONS NEED TO BE PROVIDED TO THE MOLALLA FIRE DEPARTMENT AFTER 3<sup>RD</sup> PARTY REVIEW.

136. THERE WAS NO FACP PLANS PROVIDED TO MOLALLA FIRE. THE ALARM PANEL SHALL BE FULLY ADDRESSABLE. PLANS, CUT SHEETS AND VOLTAGE CALCULATIONS WILL NEED TO BE PROVIDED TO MOLALLA FIRE AFTER REVIEW BY A 3<sup>RD</sup> PARTY. SEE OREGON FIRE CODE 907.1.1. THE SYSTEM SHALL BE MONITORED BY AN INDEPENDENT 3<sup>RD</sup> PARTY CONTRACTOR. SEE OREGON FIRE CODE 903.4.

137. ALL FDC'S SHALL BE REMOTE AND BE LOCATED WITHIN 50' OF A FIRE HYDRANT. THAT VERBIAGE NEEDS TO BE PUT ON THE PLANS IN THE FDC DETAIL SECTION. SEE OREGON FIRE CODE 903.3.7 AND SECTION 912.

138. ALL FIRE HYDRANTS SHALL HAVE A MINIMUM CLEAR SPACE AROUND THE HYDRANTS OF NOT LESS THAN 3' FROM ANY OBSTRUCTION. IF THE OBSTRUCTION IS ELECTRICAL IN NATURE THE CLEAR SPACE SHALL BE INCREASED TO 4'. SEE OREGON FIRE CODE 508.5.4, 508.4.5 ORS 860-024-0010. THIS NEEDS TO BE ON THE HYDRANT DETAIL SECTION.

139. 10' EACH DIRECTION OF THE CENTER NUT OF EACH HYDRANT SHALL BE CLEARLY IDENTIFIED AS "NO PARKING". SEE ORS 811.550(116). THIS NEEDS TO BE ON THE PLANS IN THE HYDRANT DETAIL SECTION.

140. ALL THRUST BLOCKING WILL NEED TO BE VISUALLY INSPECTED. THIS VERBIAGE WILL NEED TO BE ON THE PLANS IN THE PLUMBING DETAIL.

During the review of the conditions, Planning Director Potter recommended changes to the following: #1, applicant has met; #4 applicant has met; #8 applicant has met; #9 staff recommends removal; #10 staff recommends removal; #11 staff recommends removal; #16 applicant has met; #22 applicant has met; #24 change to 3,650 on trip cap; #29 add no access to residential area; #20 staff adds needs to obtain new permits; #37 applicant has met; #39 reworking; #43 changes; #47 will be reduced, amount pending; #51 staff requests removal as it is not a land use issue; #55 & #56 changed to "if approved"; #63 remove (duplicate); #66 add "prior to when building permits are issued"; #86 removal (duplicate); #101 change to Public Works Director shall review to be sure drainage is adequate; #107 & 108 combine to say same thing; #109 removal (duplicate); #133 change to "upon Fire Department review".

Planning Director Potter asked that the conditions in the letter from ODOT be included and also recommends crossover rights.

#### TEAM LETTER REGARDING TRUCK ROUTE

Planning Director Potter advised there are no plans or identifiers of a truck route. He also stated that the Molalla Forest Road would address this issue, but that it is not currently available. Report concluded.

#### QUESTIONS OF STAFF BY PLANNING COMMISSION

Chairman Boreth advised the Commission that this is the portion of the hearing that the Commission may ask questions to staff.

Commissioner Beattie asked about page 22, and the trip cap, asking about UPS, FedEx, etc., and if this would have an effect and also about blocking at 3<sup>rd</sup> street from the commercial area to the residential area and explained he was concerned about Fire Department access. He also felt this complex would place a stress on the downtown traffic signal. He felt that there would be a need to replace the 4-way stop with a traffic signal. In addition, page 43 regarding bicycle spaces and felt they are excessive and that they would not be utilized and although the code says it is required, he would like to lower the requirements. He further discussed the traffic impact study by ODOT in conditions #24 & #28.

Planning Director Potter advised that he is not comfortable with #23, that it revolves around Main/Molalla traffic signal and percentages are not high. He advised he would ask ODOT is signal is required prior to certificate of occupancy and is so who is responsible to pay for it.

Commissioner Maben advised she had concerns on ODOT intent on 3C and a one way street on Hart Street and asked if it was the entire street or only to a certain point of the complex and asked for clarification. She felt that a right in and a right out is more suitable and advised that she is opposed to one way streets in Molalla.

Chairman Boreth spoke of the signal at Main/Molalla and advised he sees a conflict on the staff report.

Planning Director Potter advised that 3<sup>rd</sup> and 5<sup>th</sup> streets need to be extended just for access. There was discussion about blocking access on 3<sup>rd</sup> Street.

Chairman Boreth was in favor of closing 3<sup>rd</sup> Street to retail from the residential areas.

Commissioner Gates gave suggestions for blocking the access to 3<sup>rd</sup> Street.

Commissioner Maben addressed the parking on Shaver Street, asking if it was parallel or angled and also advised she was not in favor of parking on along Shaver Street, but also advised that the code allows it.

Commissioner Beattie asked about parks and park improvements and the impact, stating that the city needs additional parks.

Planning Director Potter advised that the city does not have the money to maintain any additional parks.

5 MINUTE BREAK IN THE HEARING

TESIMONY

APPLICANT: Mark Grenz of Multitech, 1155 13 Street SE Salem, OR—Advised that they are complying with the requirements and have made some changes. He spoke of traffic consultant, ODOT and city staff and that he is comfortable with the trip cap. He also spoke of installing a signal at Shaver Street and that they would work with the Main/Molalla light, but there are also other avenues to consider. He also advised that #30 and wanting to close access to the residential area would be ok, but that they would like better instruction. He doesn't feel they should be conditioned to build the traffic signal as stated in #23. He felt that ODOT's requirement is a conflict and that a 4-7% increase does not make a huge impact.

IN FAVOR OF APPLICATION

None.

OPPOSED TO APPLICATION

None.

NEUTAL TO APPLICATION

Bill Avison, PO Box 419, Molalla, OR. Advised he has a letter for the Commission explaining that although there is not a designated truck route, trucks have been using the specific area as a truck route. He advised that there is a potential business going in on the Floragon property which would employ approximately 300 employees and that the truck route should be addressed for future development.

Sonya Kazen, ODOT, 123 NW Flanders Street, Portland, OR advised that she was not aware of truck usage on these streets and that the traffic study did not include trucks. She advised that

Hart/Kennel are offset and that is why it is suggested to have a one way off the highway and that the intention is to place a one way section for only one block. She also spoke of the traffic signal at Main/Molalla and that it is desperately needed and wants to know if it is in the city's Capital Improvement Plan (CIP). She advised of funding as businesses come in. She also stated that there is no current safety issue, but feels it will be soon. She stated that the city should get the project in their 5-year CIP and fund it. She acknowledged that the signal will not be an easy thing and that it requires turn lanes and street widening, which may eliminate street parking. She also felt that blocking the driveway at 3<sup>rd</sup> Street is a good idea. In addition, she felt that the trip gap should be on a plan amendment.

Commissioner Gates asked what is considered high volume for trucks.

ODOT advised 3-6%.

Commissioner Gates asked if the application is denied, does the city still need to install the traffic signal.

ODOT advised that yes, a signal would still need to be installed.

Planning Director Potter advised of problems with access, allowing development and creating over capacity issues to the next developer, the same as is happening to this developer.

Chairman Boreth asked about Hart Street.

ODOT advised to have a one way street for one block.

Torey Guest, Shaver Street, Molalla, OR felt that the comp plan had 2 other roads for access; 5<sup>th</sup> Street and the Molalla Forest Road.

Amy Kosky, TEAM, 112 Engle Avenue, Molalla, OR. Spoke of the letter that TEAM submitted and read the letter, which explained TEAM's request of a study of impact.

#### APPLICANT REBUTTAL

Mark advised he concurs with ODot regarding a traffic signal, but felt that they should not have to pay for the light. He advised that if #23 imposed it would be a violation as it is not in proportion and asked if #23 is rewarded and adopts ODOTS conditions. He felt that they have done a good job.

Bill Avison, felt that Molalla does have some industrial business potential.

Curt Gibson, Milwaukie, OR (Real Estate Developer) stated he would like #23 to be revised and that it was too much for the applicant to absorb.

Chairman Boreth recommended an open ended amendment to find a viable solution.

Planning Director Potter wants to make it clear that he is in agreement that Molalla has had a problem with this light prior to the applicant's development. He also stated that TEAM

participated heavily in the downtown plan and was concerned to hear they are opposed to the residential portion.

Amy, TEAM advised that they are not opposed to the residential portion and further stated that the plan has never been adopted.

Planning Director Potter felt that this plan fits perfectly into the plan. He also thanked ODOT for their assistance and thanked the applicant for their quick response, making a better project in the end.

**ADDITIONAL TESTIMONY**

None.

Commissioner Gates moved to close the public hearing. Commissioner Maben seconded. Motion carried (5-0).

Commissioner Maben advised that the applicant should not have to pay for the entire traffic signal.

Chairman Boreth felt it should be left open ended for the City Council to handle the details.

Chairman Boreth moved to amend to: "applicant shall provide their portion of the contribution to the construction of ODOT standards". Also, recommending the traffic signal be placed on the 5-year CIP. Commissioner Gates seconded. Motion carried (5-0).

Commissioner Beattie moved to amend #20 to work with parties to restrict traffic on 3<sup>rd</sup> Street. Chairman Boreth seconded. Motion carried (5-0).

Chairman Boreth moved to amend staff's recommendations on the conditions and to make changes as proposed on all. Commissioner Maben seconded. Motion carried (5-0).

Commissioner Gates moved to approve the conditions as amended. Commissioner Beattie seconded. Motion carried (5-0).

Commissioner Maben moved to close the public hearing and recommend presentation to the City Council June 22<sup>nd</sup> meeting. Commissioner Beattie seconded. Motion carried (5-0).

**VI. Old Business—None.**

**VII. Approvals/Recommendations**

None.

**VIII. Training**

None.

**IX. Events**

None.

**X. Directors Report**

None.

**XI. Round Table**

None.

**XII. Adjourn and Set Next Meeting Date**

Next meeting will be June 21<sup>st</sup> at 6:30 at City Hall in the conference room.

Commissioner Beattie moved to adjourn the meeting. Commissioner Maben seconded.  
Motion carried (5-0).

Minutes submitted by: Secretary Melanie Maben \_\_\_\_\_

Minutes approved by: Chairman Glen Boreth \_\_\_\_\_

**HART AVENUE  
APARTMENT  
COMPLEX  
SITE PLAN**

NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN PERMISSION FROM THE DESIGN ENGINEER.  
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

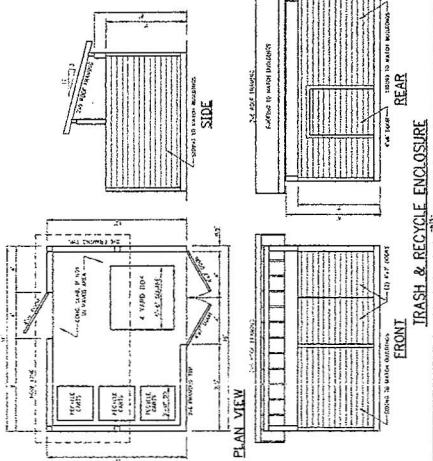
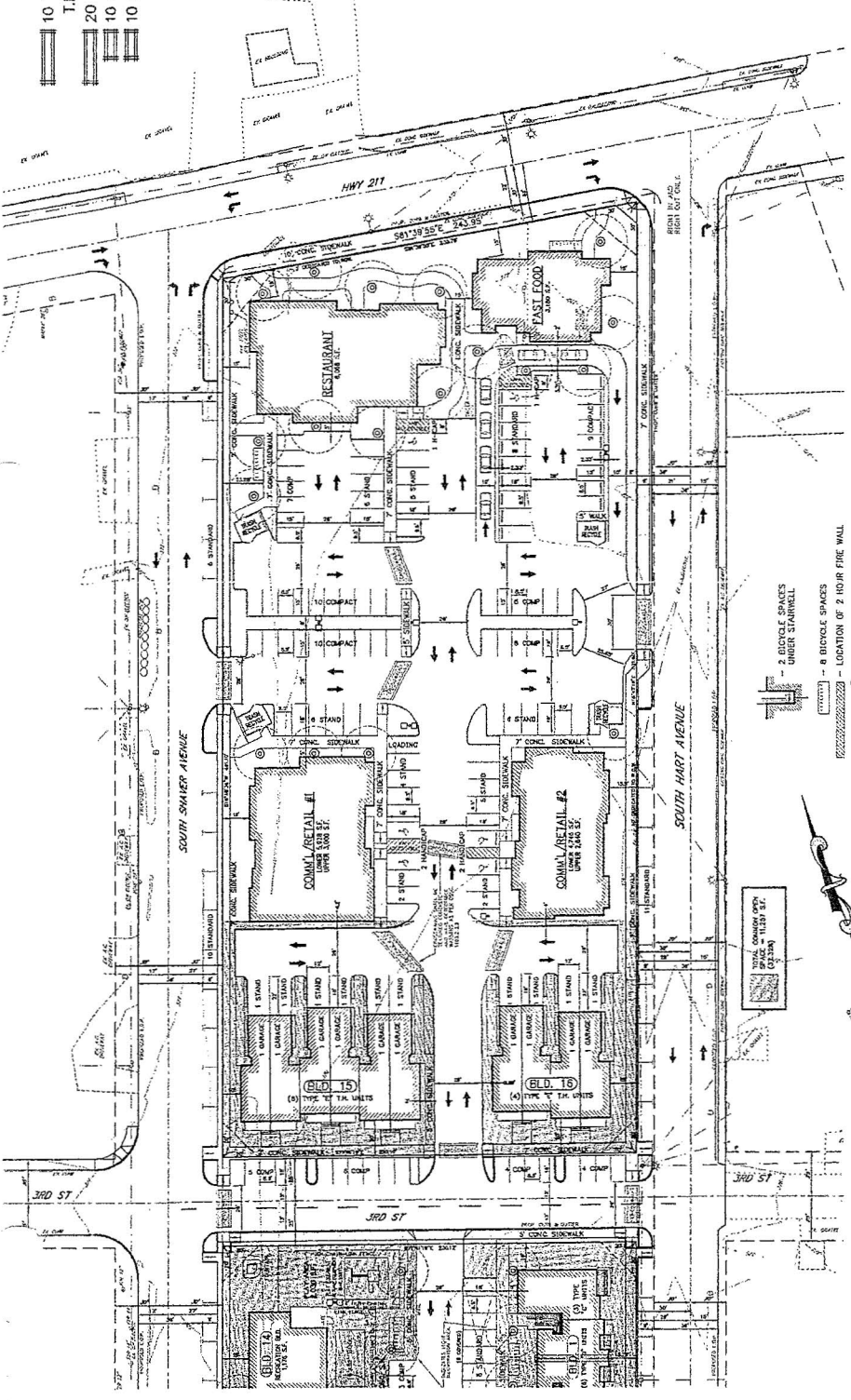
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DATE: 08/15/2011	PROJECT: HART AVENUE APARTMENT COMPLEX

**C0.6**  
JOB # 2529

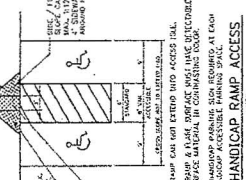
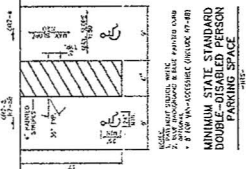
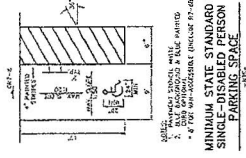
- TOWNHOUSES**
- 10 TYPE "E" (2-BED, 1-1/2-BATH W/ DEN)
  - T.H. UNITS - 1197 S.F.
  - 20 TOTAL PARKING
  - 10 GARAGES
  - 10 STANDARD STALLS
- COMMERCIAL/RETAIL**
- COMM'L/RETAIL #1 - 8,928 S.F.
  - COMM'L/RETAIL #2 - 7,386 S.F.
  - 85 TOTAL PARKING STALLS
  - 46 STANDARD STALLS
  - 35 COMPACT STALLS
  - 4 HANDICAP STALLS
  - 1 LOADING STALL
  - 2 TRASH ENCLOSURES

- RESTAURANT**
- RESTAURANT - 6,068 S.F.
  - 35 TOTAL PARKING STALLS
  - 17 STANDARD STALLS
  - 17 COMPACT STALLS
  - 1 HANDICAP STALL
  - 8 BICYCLES IN 1 BIKE RACK
  - 1 TRASH ENCLOSURES
- FAST FOOD**
- DRIVE THROUGH - 3,180 S.F.
  - 24 TOTAL PARKING STALLS
  - 8 STANDARD STALLS
  - 15 COMPACT STALLS
  - 1 HANDICAP STALL
  - 8 BICYCLES IN 1 BIKE RACK
  - 1 TRASH ENCLOSURES

- OVERALL TOWNHOUSES/COMMERCIAL/RETAIL**
- 2 TOWNHOUSE BUILDINGS
  - 2 COMMERCIAL/RETAIL BUILDINGS
  - 1 RESTAURANT
  - 1 FAST FOOD
  - 164 TOTAL PARKING STALLS
  - 81 STANDARD STALLS
  - 10 GARAGES
  - 67 COMPACT STALLS
  - 6 HANDICAP STALLS
  - 1 LOADING STALL
  - 16 BICYCLES IN 2 BIKE RACKS
  - 4 TRASH ENCLOSURES



- ① - 2 BICYCLE SPACES UNDER STAIRWELL
  - ② - LOCATION OF 2 HOUR FIRE WALL
  - ③ - POST LITE MAX. 4' IN HEIGHT
  - ④ - POST LITE MAX. 45" IN HEIGHT (SINGLE OR DOUBLE)
  - ⑤ - FLOOD LITE MOUNTED ON BUILDING
  - ⑥ - MAXIMUM 112 SLOPE ON SIDEWALK END STAIRS
- NOTES TO THE USER:  
1 - MAXIMUM 112 SLOPE ON SIDEWALK END STAIRS  
2 - MAXIMUM 112 SLOPE ON SIDEWALK END STAIRS  
3 - MAXIMUM 112 SLOPE ON SIDEWALK END STAIRS  
4 - MAXIMUM 112 SLOPE ON SIDEWALK END STAIRS



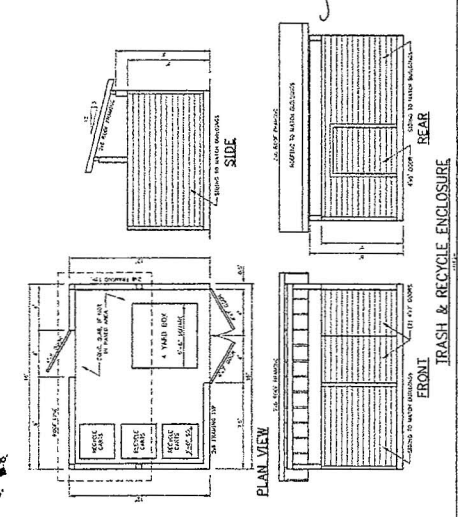
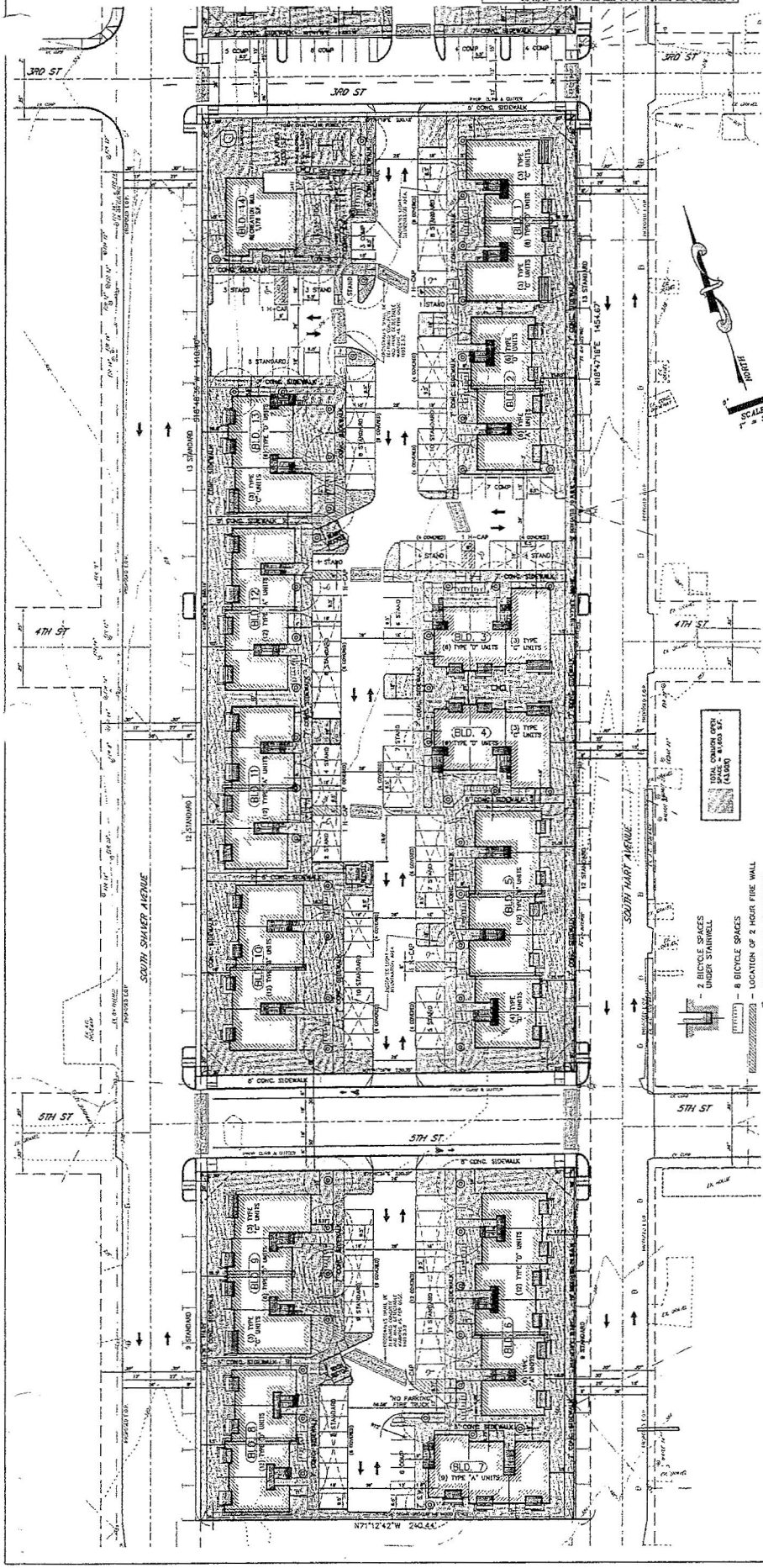
**HART AVENUE  
 APARTMENT  
 COMPLEX  
 SITE PLAN**

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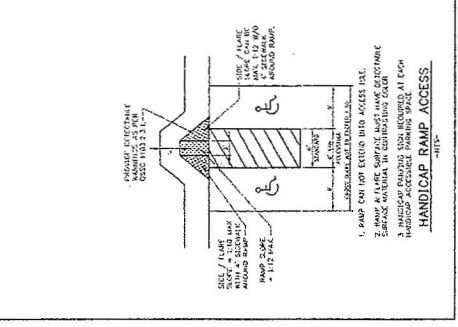
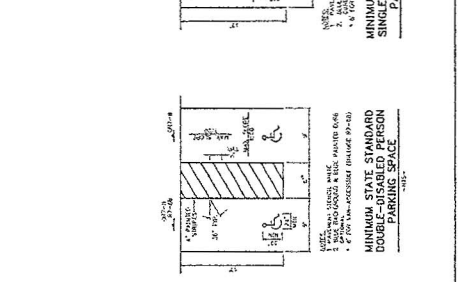
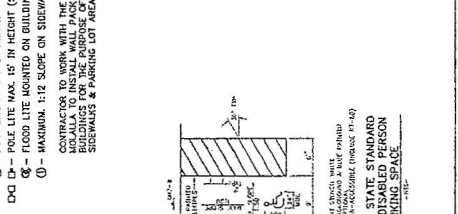
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 DRAWN: G.L.D.  
 DESIGN: M.D.G.



**C0.7**



- 154 TOTAL APARTMENTS UNITS
- 45 TYPE "A" (2-BED, 1-BATH) UNITS - 844 S.F.
- 24 TYPE "B" (2-BED, 2-BATH) UNITS - 923 S.F.
- 21 TYPE "C" (3-BED, 2-BATH) UNITS - 1166 S.F.
- 64 TYPE "D" (1-BED, 1-BATH) UNITS - 725 S.F.
- 218 TOTAL PARKING STALLS
- 195 STANDARD STALLS (97 COVERED)
- 16 COMPACT STALLS
- 7 HANDICAP STALLS
- 160 BICYCLE PARKING
- 48 COVERED IN STAIRWELLS
- 112 IN 14 BIKE RACKS
- 1 RECREATION/OFFICE BLD. W/ POOL
- 1 PLAY AREA
- 3 TRASH ENCLOSURES



CONTRACTOR TO WORK WITH THE CITY OF  
 FORT LAUDERDALE TO OBTAIN PERMITS FOR  
 BUILDINGS FOR THE PURPOSE OF LIGHTING  
 SIDEWALKS & PARKING LOT AREAS.

NOTES:  
 1. ALL STAIRS SHALL BE IN ACCORDANCE WITH THE  
 2. ALL STAIRS SHALL BE IN ACCORDANCE WITH THE  
 3. ALL STAIRS SHALL BE IN ACCORDANCE WITH THE  
 4. ALL STAIRS SHALL BE IN ACCORDANCE WITH THE

NOTES:  
 1. RAMP CANNOT EXCEED INTO ACCESS ISLE.  
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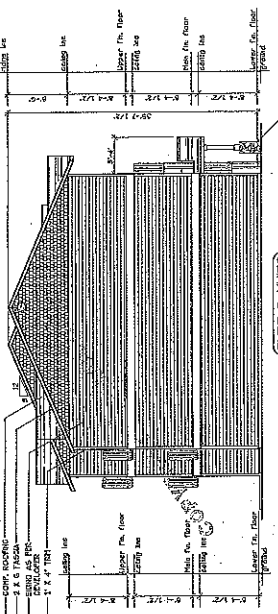
BUILDING  
 ELEVATIONS

HART AVENUE  
 APARTMENT COMPLEX

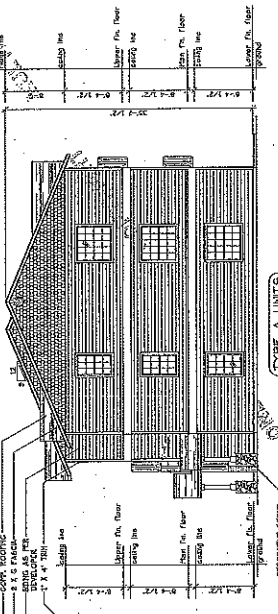
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 Date: DEC 07  
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 Drawn: G.D.  
 Design: P.L.M.  
 Project: HART AVENUE  
 APARTMENT COMPLEX



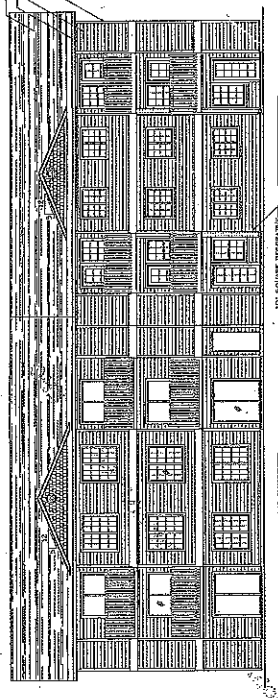
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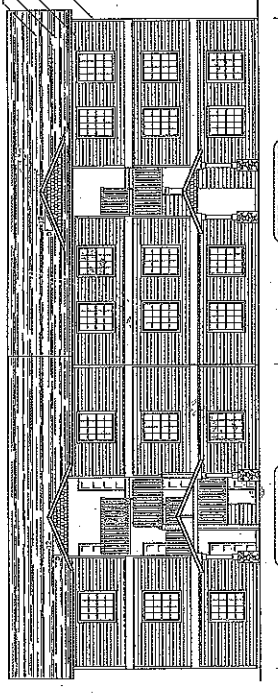
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 REAR ELEVATION (BLD. 2)  
 SCALE: 1/8" = 1'-0"



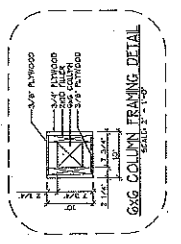
(TYPE A UNITS)  
 END ELEVATION (BLD. 2)  
 SCALE: 1/8" = 1'-0"

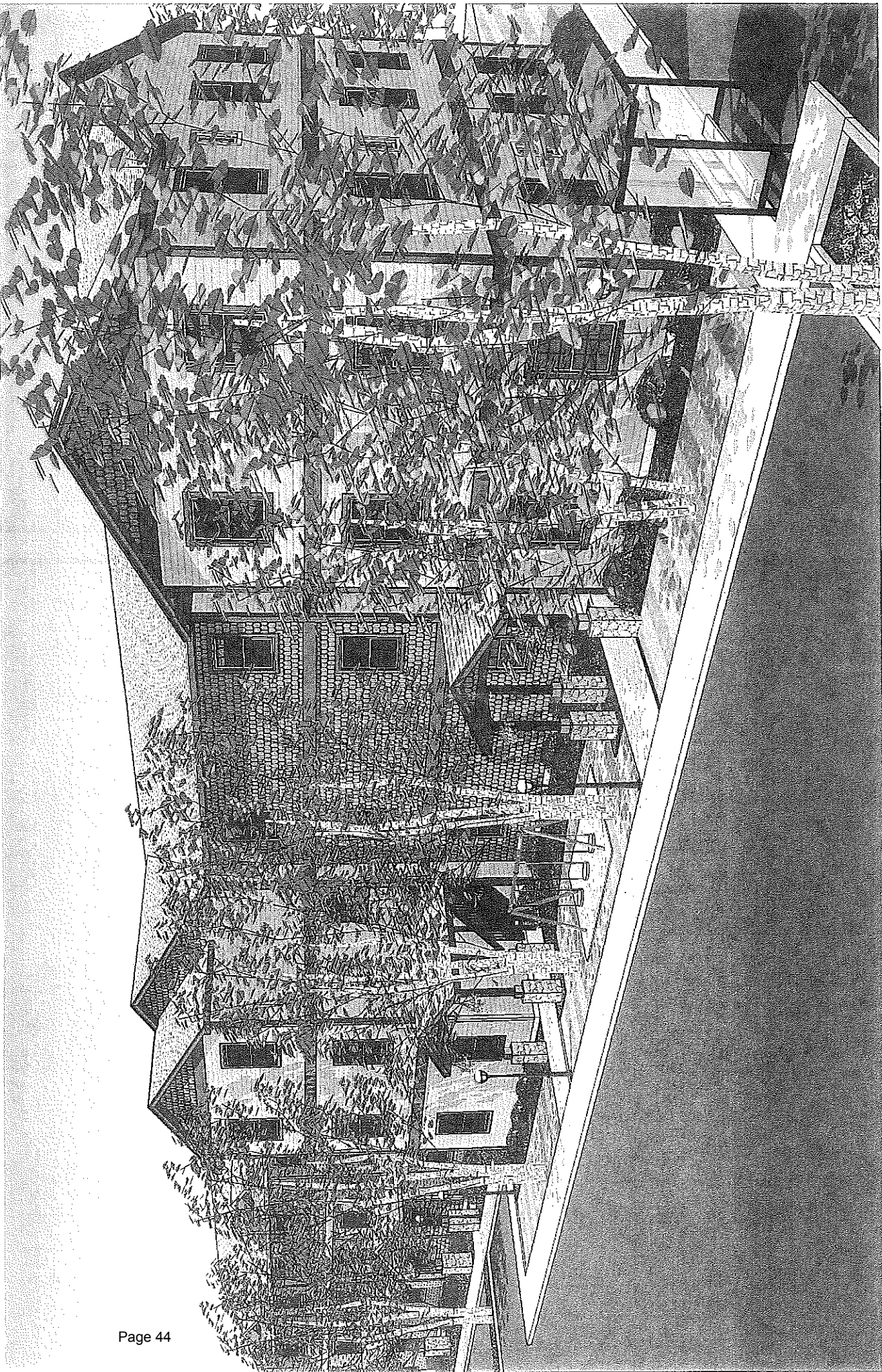


(TYPE A UNITS)  
 FRONT ELEVATION (BLD. 2)  
 SCALE: 1/8" = 1'-0"



(TYPE D UNITS)  
 END ELEVATION (BLD. 2)  
 SCALE: 1/8" = 1'-0"







# Oregon

John A. Kitzhaber, M.D., Governor

## Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

FILE CODE: DRS 3919

April 4, 2011

City of Molalla  
117 N. Molalla Avenue -- PO Box 248  
Molalla, OR97038

Att: Shane Potter, Planning Manager  
Molalla Planning Commission

Re: **CA 2010-1: Vest – Comprehensive Plan map and zone change,  
site design review, conditional use and partition**

It is our understanding that the applicant has agreed to continue tonight's Planning Commission hearing on the above case. We encourage and support a continuance, as it would enable time for the applicant to complete a revised traffic impact analysis and for its review by both the City and ODOT.

ODOT has been working cooperatively with the City regarding this proposal since last summer. In our review of the applicant's initial traffic study, we identified issues with the TIS' methodology and assumptions, as well as the feasibility of the applicant's ability to mitigate for the development's projected traffic safety and mobility impacts on OR 211. Upon our recommendation, the City and Mr. Vest availed themselves of a ODOT-DLCD Transportation Growth Management "Quick Response" grant. The grant funded consultants to evaluate site development options, both from marketability and feasibility perspective, as well as transportation impacts. ODOT participated in the project management team and in the evolution of the report as it evolved.

- We request that the final *TGM Molalla Main Street-OR 211 Site Study (TGM)* dated March 8, 2011 be entered into the record for this case, as it provides an objective evaluation of potential site development and its impacts.

The traffic analysis completed for the TGM study considered various levels of prospective site development (except for a drive-through restaurant) and identified corollary transportation improvements and the feasibility of constructing these improvements. However, the current site development and conditional use proposal before you exceeds the level of development that the TGM report indicates can be accommodated, even with the construction of transportation improvements, in the near term.



To summarize, the TGM traffic analysis report shows that the proposed housing OR two retail pads (non-drive through) could be accommodated with the following highway improvements:

- Construction of both west and eastbound left turn lanes on OR 211 into Shaver Avenue,
- Limiting OR 211 to Hart Street vehicle maneuvers to “right in” only
- Constructing OR 211 frontage improvements to provide for bikeway-shoulder and sidewalk
- Construction of extensions of 3<sup>rd</sup> and 5<sup>th</sup> streets, and improvements to Shaver and Hart Street including traffic channelization at the OR 211 intersections.

The TGM report shows traffic impacts of the multifamily housing AND two retail pads combined would trigger the warrants for signalization of OR 211-Shaver Avenue. However, this signal would be too close to the future planned signal at OR 211-Molalla Avenue; it would not meet ODOT signal spacing standards, and may be too close for traffic to clear the intersections during peak travel times, a potentially hazardous situation.

The applicant has the option of providing a signal progression analysis determine if signalization of OR 211 Shaver could operate effectively when OR 211-Molalla Avenue is signalized in a few years.

The applicant has the option of considering various development scenarios in their revised TIS. City and ODOT would need to concur that their proposed level/type of development and the transportation mitigation the applicant is willing to perform are satisfactory to address development impacts, and ensure the transportation system continues to operate safely.

Under all development scenarios, ODOT will recommend the City require the applicant to contribute a proportionate share toward the TSP-identified future signal at OR 211-Molalla Avenue. The City has programmed this improvement in its 5-year CIP but it is not yet fully funded.

On March 4<sup>th</sup>, we teleconferenced with Mr. Potter and the applicant’s representatives. We discussed the conclusions of the TGM report, and explored ways for the application to move forward to address transportation issues. We have been informed that the applicant’s traffic consultant intends to produce a revised traffic impact study in the next three to four weeks. As a result of revised traffic study and City and ODOT review, the applicant may also need to revise their proposed site plan.

## City Staff Report and Initial ODOT Concerns

We have reviewed Mr. Potter's staff report dated March 28, 2011. The following outlines outstanding issues with the proposal and the city's findings thus far:

1. The application does not adequately identify transportation impacts and the necessary and feasible mitigation to address safety and mobility for all modes of travel. Development of the entire site, as proposed, would exceed the capacity of OR 211 in the near term/with existing transportation system. The TGM report recommends several development scenarios for various levels of transportation improvements, and offers several "trip cap" options. The applicant's traffic impact analysis will need to refine the TGM project analysis, and establish a "trip cap" supported by both the City and ODOT. It is anticipated that the City will need to establish a "weekday pm peak hour trip cap" as a condition of site plan approval, and obtain City approval for a level and type of development within the trip cap.
2. The staff report indicates that ODOT would make requirements for the applicant's provision of transportation improvements. However, this is solely within the City's regulatory authority, as the application does not propose a private driveway to OR 211. ODOT's role in this review is as a service provider and affected adjacent property owner. The City will need to craft findings and impose specific conditions of approval for necessary transportation improvements. Once required by the City, the applicant would need to obtain ODOT approval of detailed plans for OR 211 improvements (including connection to state culvert) and obtain an ODOT permit to construct the improvements in the state right of way. In addition, the City will need to impose conditions of approval to require the applicant to dedicate right of way necessary to construct the highway improvements, consistent with the cross section identified in the City's adopted TSP and with ODOT design standards.
3. The current site plan indicates "right in/right out" vehicular access from OR 211 onto Hart Avenue. The TGM report recommends, and ODOT supports, "right in" access only due to the offset of Hart and Kennel Avenues (identified for future re-alignment in the City TSP, yet beyond the applicant's land ownership to construct). The applicant's revised traffic study needs to evaluate access from OR 211 onto Hart utilizing the "right in" only scenario; other access scenarios could be evaluated and if demonstrated to operate safely would be considered by ODOT.
4. The current site plan shows the proposed drive through restaurant access onto Hart St. This is inconsistent with the "right in" only access recommended in the TGM report. If the "right in" access is required, this access scenario would result in vehicles exiting the drive-through needing to travel south on Hart St., west on future Third

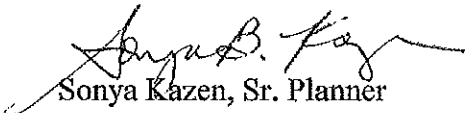
Avenue, and north on Shaver St. to reach OR 211. This would likely result in traffic noise, lights, exhaust impacts in the evening hours on the future residents of the multifamily housing proposed along Third Avenue. If the applicant decides to pursue development of the drive-through, they might consider siting it along Shaver Avenue, which will is anticipated to have full turning operations onto/off of OR 211.

5. It is unclear whether the extension of the Shaver Avenue trail south of OR 211, as indicated in the *Molalla Development/OR 211 Plan* (adopted 2010) is accommodated by the application. It is not addressed in the City staff report.

6. The City staff report does not adequately address the state *Transportation Planning Rule*, OAR 660-12-060 *Plan and Land Use Amendments*. This section of the TPR is directly applicable to both legislative and quasi-judicial comprehensive plan and zoning map or text amendments.

Please let me know if you have questions regarding ODOT's initial recommendations. We support extension of the Planning Commission hearings. We look forward to working with the applicant and the City to resolve outstanding transportation concerns, and are hoping this can occur prior to the conclusion of Planning Commission hearings.

Sincerely,

  
Sonya Kazen, Sr. Planner  
ODOT Region 1

Cc: Kirsten Pennington, Planning Manager  
Avi Tayar, PE, Traffic  
Jennifer Donnelly, DLCD



# Oregon

John A. Kitzhaber, MD, Governor

## Department of Transportation

Region I Headquarters  
123 NW Flanders Street  
Portland, OR 97209  
(503) 731.8200  
FAX (503) 731.8531

May 4, 2011

ODOT DRS 3919

City of Molalla  
117 N. Molalla Avenue – PO Box 248  
Molalla, OR97038

Att: Shane Potter, Planning Manager  
Molalla Planning Commission

Re: **CA 2010-1: Vest – Comprehensive Plan map and zone change,  
site design review, conditional use and partition**

### ODOT SUPPLEMENTAL COMMENTS

The applicant's traffic consultant has indicated concurrence with the trip cap recommendation in the TGM Quick Response *TGM Molalla Main Street-OR 211 Site Study*, which was previously submitted into the record in our letter of April 4, 2011. In the future, when additional highway capacity becomes available, it may be possible for more intense traffic-generating uses to be developed on the site.

Please enter into the record the attached memo and email from Dick Woelk, ATEP Engineering, to ODT dated May 3, 2011.

Under all development scenarios, ODOT recommends the City require the applicant to contribute a proportionate share, with advance fund construction if necessary, of the TSP-identified project for signalization and channelization of the OR 211-Molalla Avenue intersection. The intersection is already exceeding capacity, operations would further degrade with the addition of site-generated traffic. We strongly recommend the City program this improvement in its 5-year CIP at this time, if it has not done so already.

Based on the above, and our review of traffic information provided in the TGM study as well as by the applicant to date, we recommend the City impose the following Conditions of Approval:

1. Development on the site shall be limited to uses generating no greater than 3,650 pm peak hour trips onto OR 211, until such time as additional highway capacity is available. City must confer with ODOT prior to removing or increasing the trip cap for the subject parcels, which may be re-evaluated once other improvements are proposed or installed that would reduce the traffic volumes on OR 211 or otherwise improve operations along the OR 211 downtown corridor (i.e., Molalla Forest Road construction, extension of 5th Street to Molalla Forest Road, or signal improvements that demonstrate safe and effective operation of the corridor).

2. Signalization and channelization of OR 211-Molalla Avenue must be constructed prior to City issuance of occupancy permits for site development.
3. To address traffic impacts on OR 211 and ensure safe operations, applicant shall design and construct the following improvements on OR 211-Main Street to ODOT, ADA and City specifications:
  - 3a. Half street improvements on OR 211 along the site frontage to provide for bikeway-shoulder, sidewalk and turn lanes, and any necessary additional off-site improvements to accommodate the necessary extent of westbound left turn and eastbound right turn lanes on OR 211 into Shaver Avenue.
  - 3b. Shaver Avenue must maintain two-way travel with full access at OR 211. Shaver Avenue shall be constructed to a three-lane cross-section between OR 211 and the future extension of 3<sup>rd</sup> Avenue, to accommodate northbound left-turn and right-turn lanes at the OR 211/Shaver Avenue intersection.
  - 3c. Hart Avenue must be limited to right-in only access from OR 211. Applicant shall construct a physical restriction of Hart Avenue to restrict traffic to one-way southbound at the OR 211/Hart Avenue intersection, per ODOT and City specifications.
4. Right of way dedication along the site's OR 211 frontage as necessary to accommodate the planned cross section identified in the local Transportation System Plan shall be provided by the Applicant through deed to the Oregon Department of Transportation. The dedication must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the dedication. ODOT should provide verification to the local jurisdiction that the dedication requirement has been fulfilled. The property owner must be the signatory for the dedication and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.
5. An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$150,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An intergovernmental agreement (IGA) is required for agreements involving local governments and a cooperative improvement agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.
6. The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with Highway Design Manual Technical Bulletin RD06-03B, or ODOT must approve a design exception.
7. Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, January 2003, which states that local jurisdictions must enter into an intergovernmental agreement

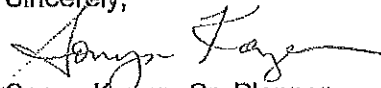


(IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.

8. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.
  - > A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:
  - > Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
  - > The improvements create an increase of the impervious surface area greater than 10,758 square feet.

ODOT staff will attend the City Council Hearing on Monday, May 9, 2011. Please let us know if you have questions regarding our recommendations.

Sincerely,



Sonya Kazen, Sr. Planner  
ODOT Region 1

Cc: Avi Tayar, PE, Traffic  
Jennifer Donnelly, DLCD

Encl: D. Woelk, PE, ATEP Engineering memo to ODOT, 5/3/11

# Associated Transportation Engineering & Planning, Inc.



A.T.E.P., Inc. Tel.: 503.364.5066  
 P.O. Box 3047 FAX: 503.364.1260  
 Salem, OR. 97302 e-mail: [dwoelk@atepinc.com](mailto:dwoelk@atepinc.com)

Date: May 10, 2011  
 To: Mark Grenz P.E.

From: Richard Woelk P.E., T.E. *RW*

Re: Hart Proportional Share

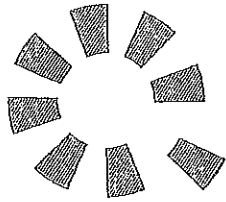
Mr. Grenz:

You requested that I determine the Hart developments proportional share for the traffic signal at Hwy 211 and Molalla Avenue in Molalla Oregon.

To determine the proportional share I used the traffic counts from the "Hart Property Transportation Assessment In Molalla, Oregon" report prepared by Kittelson & Associates, March 4, 2011, page 6, 2015 Background Traffic Conditions and the volumes prepared for the Hart Development Memo by ATEP. Table 1 indicates the Hart Development Proportional Share for the traffic signal located at Hwy 211 at Molalla Ave.

Table 1 - Proportional Benefit Analysis							
6-Apr-05							
Intersection	Existing	Hart w/o FF	Hart Full Build	Total Traffic		% Use w/o FF	% Use With FF
	PM Peak	PM Peak	PM Peak	W/O FF	With FF	PM Peak	PM Peak
Hwy 211 at Molalla	1630	76	112	1706	1742	4.4%	6.4%

If you have further questions please call me at 503.931.3770



Applicant proposed Recommended Modifications to Condition No. 23:

*23. The applicant shall contribute to and make payment to the City of Molalla, its proportional share of the TSP-identified project for signalization and channelization of the OR 211-Molalla Avenue intersection. Such contribution shall be made prior to the issuance of building permits for the project.*

The rationale for the condition is that the intersection currently functions at a level that exceeds its capacity by ODOT standards. It is understood that our traffic will further degrade the intersection, however, the requirement that the applicant must construct a signal at this intersection is well in excess of our proportional impact. Such a requirement is justified under the nexus relationship needed to support such a condition. Our traffic consultant has provided a memo that indicates that our share of the traffic at the 211-Molalla intersection is 4.4% without the fast food use and 6.4% with the fast food use. That is not sufficient to warrant the construction of the signal improvement. The additional traffic will not create an increased safety issue at the intersection.

ODOT doesn't indicate that "safety" will be sacrificed from the additional impacts.

# City Of Molalla

## City Council Meeting

### Agenda Category: Continuing Business

**Subject:** Comprehensive Plan and Urban Reserve Area Application Update

**Recommendation:** Information only

**Date of Meeting to be Presented:** October 26, 2011

**Fiscal Impact:** NA

**Background:**

In March 2010, the City of Molalla adopted revisions to its Comprehensive Plan, including an Urban Reserve Area (URA). The revised plan was subsequently rejected by the Clackamas County Board of Commissioners in April 2011. The City has since amended the March 2010 Comprehensive Plan by removing references to the URA and the associated 50-year population forecast and, instead, using the “safe harbor” provision for its 20-year population projections. The revised City of Molalla Comprehensive Plan was presented to the City of Molalla Planning Commission for consideration at their October 25, 2011 meeting.

SUBMITTED BY: Ellen Barnes, City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON  
THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING.  
LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER  
FOR CONSIDERATION.

**Agenda Item**

5 . A

City Recorder Use Only

## **PLANNING COMMISSION**

### **STAFF REPORT AND RECOMMENDATION**

To: City of Molalla Planning Commission

From: Clay Glasgow; City of Molalla Planner/Senior Planner, Clackamas County Planning and Zoning Division

Date: October 25, 2011

RE: CP 2011-01; Proposed Comprehensive Plan Text Amendments

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#### **1. Proposal Overview**

In March 2010, the City of Molalla adopted revisions to its Comprehensive Plan, including an Urban Reserve Area (URA), which was subsequently rejected by the Clackamas County Board of Commissioners in April 2011. The City's current proposal is to amend the March 2010 Comprehensive Plan by removing all references to the URA and the associated 50-year population forecast. Consistent with state law, the City will use the "safe harbor" provision for its 20-year population projections. The complete revised text of the Plan is attached to this staff report as Attachment A. Very briefly, the proposed changes include:

1. The removal of all references to the Urban Reserve Area (URA) and 2060 population projections (50-year population projections).
2. The addition of language and population figures to comply with the "safe harbor" provisions for 20-year population forecasts, as per OAR 660-024-0030(4b) and ORS 195.034(B).
3. The removal of any references to changes in the Comprehensive Plan Map (which will not be taking place at this time).
4. Minor edits to clarify language, fix grammatical errors and/or correct typos.
5. The deletion of repeated policies. No new policies were added. No policy was deleted unless it was repeated verbatim or it pertained to the URA. No policy language was changed except as per #3.

Planning Staff understands that a great deal of effort and community involvement went into the revision of the Comprehensive Plan that was adopted by the City Council in March 2010. Care was taken by Staff to make no substantive changes to the goals and policies vetted through the community, other agencies, the Planning Commission and City Council during that effort. The only substantive changes that were made were to the population projections and the associated analyses that rely on the population projections.

## **2. Background Information:**

ORS 195.034 and OAR 660-24-0030 are the state laws applicable to population forecasting. Counties are charged with developing a coordinated forecast for the cities within each respective county. Forecasts must be adopted in the local county comprehensive plan. However, many counties, including Clackamas County do not have a recently-adopted coordinated population forecast.

State law states that if there is a recently-adopted county forecast, cities interested in expanding their urban growth boundary must comply with the adopted county forecast and allocation. State law further states that when a forecast has not been adopted within the last ten years, as is the case in Clackamas County, a city must use a “safe harbor” forecast for its 20-year planning horizon. The “safe harbor” forecast is based on population estimates and forecasts prepared by the State Office of Economic Analysis (OEA), Portland State University, and the US Census and requires the city to use the city’s current proportion of the total county population to extrapolate the city’s future population. This approach was recently used and successfully adopted in the Cities of Sandy (2008) and Estacada (2010).

This “safe harbor” method for 20-year population forecasting is the only option available to the City of Molalla at this time for its urban planning. Since the calculation and understanding of land needs for housing, employment and parks, etc. for any urban growth boundary assessment are all based on expected population growth, Molalla needs to calculate and utilize this 20-year “safe harbor” population forecast in its Comprehensive Plan.

## **3. Public Notice**

Notice of this application was sent to the DLCD and the local newspaper (Molalla Pioneer), per notice requirements outlined in Title 19 of the Molalla Development Code.

DLCD has responded with comments in a September 29, 2011 email (and attachment), which can be found in Exhibit 1. Comments related to the completing the removal of references to the URA and the 50-year population projections and a need to proof read and edit the draft of the Plan that was sent with the notice. Staff has addressed these comments through revisions that are incorporated into the *2011 Molalla Comprehensive Plan*, dated October 25, 2011, that is being proposed for

adoption (Attachment A).

**4. Attachments and Exhibits:**

Attachment A. The full text of the Comprehensive Plan being proposed for adoption: *2011 Molalla Comprehensive Plan*, October 25, 2011

Exhibit 1. Email and attachment from Jennifer Donnelly, DLCDC, Sept. 29, 2011

Exhibit 2. Email from Chris Crean, Aug. 11, 2011

Exhibit 3. Molalla Comprehensive Plan and Development Code – Goal Findings and Conclusions, March 3, 2010

Exhibit 4. Copy of notices sent to DLCDC, local media

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**FINDINGS AND CONCLUSIONS:**

Comprehensive Plan Text Amendment. This proposal is subject to the relevant Statewide Planning Goals, County Comprehensive Plan (Plan) policies, Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OARs).

Part 1 - Evaluation of Statewide Planning Goals	Pg. 4
Part 2 - Evaluation of Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) relating to Population Coordination and Projections	Pg. 10
Part 3 - Summary of Findings for the Comprehensive Plan Amendment	Pg. 12
Part 4 – Recommendations	Pg. 12

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## **PART 1 – EVALUATION OF STATEWIDE PLANNING GOALS:**

The majority of changes made to the proposed *2011 Molalla Comprehensive Plan* related only to the population forecast. Goals and policies did not substantively change from the 2010 version of the Plan. Therefore, the findings generated in March 2010 for the extensive goal and policy revisions that had taken place at that time were relied upon heavily for the following analysis. Please reference Exhibit 3, *Molalla Comprehensive Plan and Development Code – Goal Findings and Conclusions*, for more detailed findings related to goals that were not affected by the revised population forecast.

A. Goal 1: Citizen Involvement: *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

**Staff Findings:** The 2010 Molalla Comprehensive Plan was generated through a four-year public process that included:

- 149 public Planning Commission work sessions
- 8 joint public Planning Commission/City Council work sessions
- 19 public Planning Commission hearings
- 9 City Council hearings

These work sessions and hearings also included consideration of revised development codes, the Downtown Plan, the Parks, Recreation and Trails Master Plan and several background documents. Throughout that process agencies and the public were given opportunities to participate and comment. The Comprehensive Plan policies developed through that process have remained substantively the same in the proposed 2011 Molalla Comprehensive Plan.

One or more advertised public hearings will also be conducted before the City of Molalla Planning Commission and the City Council which will provide an opportunity for additional citizen involvement and input for the revised 2011 Molalla Comprehensive Plan.

Title 19, Section 19.1.500 of the Molalla Development Code contains adopted and acknowledged procedures for notification for legislative actions. This application has been processed consistent with the notification requirements in Section 19.1.500 including public notice to local media sources and newspapers and the Department of Land Conservation and Development (DLCD).

**The relevant requirements of Goal 1 have been satisfied.**

B. Goal 2: Land Use Planning: *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*



**Staff Findings:** Goal 2 requires coordination with affected governments and agencies. Molalla has coordinated extensively with state agencies, particularly DLCD and ODOT, in the development and modification of this Comprehensive Plan and its background documents. The Comprehensive Plan and background documents have undergone extensive revisions and over the last several years of public and agency involvement. Notice of this proposal for the adoption of the *2011 Molalla Comprehensive Plan* has been provided to the Department of Land Conservation and Development (DLCD) for comments.

Molalla's Comprehensive Plan includes a series of background studies that, combined with the use of "safe harbor" population and housing provisions for analysis in this Comprehensive Plan of provide an adequate factual basis required by Goal 2. The Comprehensive Plan is implemented through a series of Functional or Area Plans and the Development Code, which have been undergoing extensive revisions and will be reviewed subsequent to the adoption of the *2011 Molalla Comprehensive Plan*.

**The relevant provisions of Goal 2 have been satisfied.**

- C. Goal 3; Agricultural Land: *To preserve and maintain agricultural lands.*

**Staff Findings:** The City of Molalla comprehensive planning area contains no lands designated for Agricultural uses.

**Statewide Planning Goal 3 is not applicable.**

- D. Goal 4; Forest Land: *To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

**Staff Findings:** The City of Molalla comprehensive planning area contains no lands designated for Forest uses.

**Statewide Planning Goal 4 is not applicable.**

- E. Goal 5; Open Spaces, Scenic and Historic Areas, and Natural Resources: *To conserve open space and protect natural and scenic resources.*

**Staff Findings:** Goal 5 is implemented by OAR 660-023, which requires cities to address riparian corridors, wetlands, and wildlife habitat. The rule does not require cities to prepare scenic or historic inventories.

Molalla's Local Wetland Inventory (LWI) was completed in 2004. This inventory addresses wetlands, streams, and associated fish and wildlife habitat values within the

existing UGB. Molalla has also adopted plan policies and land use regulations to protect inventoried riparian corridors and wetlands in a manner similar to the “safe harbor” provisions of OAR 660-023-0090 and 660-023-0100.

The relatively minor variations from the safe harbor provisions of Goal 5 are minimal in terms of the ESEE consequences. Economic consequences are generally positive, with few if any major adverse environmental, social and energy consequences. A more detailed description of the ESEE analysis can be found in Exhibit 2.

The 2011 Molalla Comprehensive Plan includes policies to protect inventoried stream corridors and wetlands and historic resources. Molalla is also committed to a goal of creating an inventory and preserving historically significant sites and structures within the Molalla UGB

**The relevant provisions of Goal 5 have been satisfied.**

- F. Goal 6; Air, Water and Land Resources Quality: *To maintain and improve the quality of the air, water and land resources of the state.*

**Staff Findings:** The Comprehensive Plan contains goals and policies to coordinate with the Oregon Department of Environmental Quality (DEQ) to ensure that air, land and water quality resources are not degraded.

**The relevant provisions of Goal 6 have been satisfied.**

- G. Goal 7; Areas Subject to Natural Disasters and Hazards: *To protect life and property from natural disasters.*

**Staff Findings:** Molalla has inventoried its natural hazards as required by Goal 7. There are two categories of natural hazards affecting land within the Molalla UGB and the proposed urban reserve area (1) flood hazards and (2) landslide and erosion hazards. The Comprehensive Plan contains goals and policies to limit development in floodplains and on steep slopes.

**The relevant provisions of Goal 7 have been satisfied.**

- H. Goal 8; Recreational Needs: *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate to provide for the siting of necessary recreational facilities including destination resorts.*

**Staff Findings:** To address long-term park and recreational needs in the community, the City of Molalla has adopted the *Molalla Parks, Recreation, and Trails Master Plan* (2007). This plan includes an inventory of existing facilities, recreational goals and policies, and future park and recreational facilities needs. The park plan identifies a target ratio of 10 park acres per 1,000 population. This ratio was used in the 2011 Molalla Comprehensive Plan to determine 20-year parks land needs in the community

based on the “safe harbor” population forecast. The *2011 Molalla Comprehensive Plan* also includes policies to ensure an adequate system of parks and recreation facilities are made available in the city

**The relevant provisions of Goal 8 have been satisfied.**

- I. Goal 9; Economic Development: *“To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.”*

**Staff Findings:**

Goal 9 is implemented by the Goal 9 rule (OAR Chapter 660, Division 009). Molalla prepared the following economic studies pursuant to Goal 9 rule requirements. These studies are included with the Comprehensive Plan as background documents:

- *Molalla Economic Profile* (Hovee, 2004)
- *2009 Employment Land Needs Analysis* (Winterbrook, 2009)

The Comprehensive Plan includes a coherent economic development strategy, based on the conclusions in the *Economic Profile* and the *Employment Land Needs Analysis*, as well as extensive feedback from the public and City officials. The strategy is implemented through the comprehensive plan policies addressing: general economic development; downtown development; community planning areas; and commercial and industrial development.

**The relevant provisions of Goal 9 have been satisfied.**

- J. Goal 10; Housing: *“To provide for the housing needs of citizens of the state.”*

**Staff Findings:** Goal 10 requires that cities designate sufficient buildable land – under clear and objective approval standards – to meet identified housing needs by type and density.

Molalla conducted a “housing needs analysis” to determine the amount of land that will be needed during the 20-year planning period for the UGB, pursuant to Goal 10 requirements. This study, the *City of Molalla Residential Land Needs Report* (Winterbrook, 2009), is included with the Comprehensive Plan as a background document. The study’s analysis utilizes the housing type and density “safe harbors” found in OAR 660-024a, Table 1. These “safe harbors” were then used in the *2011 Molalla Comprehensive Plan* to determine 20-year land needs in the community for housing based on the “safe harbor” population forecast.

The comprehensive plan includes policies and measures to necessary to meet the city’s housing affordability obligations under Goal 10. These policies are described in the Comprehensive Plan’s Goal 10 Housing Policies. Single-family, multi-family, and

mixed-use measures are found in the Comprehensive Plan Goal 10 Zoning and Implementation section. The Plan includes three primary residential plan designations: Low, High and Medium Density Residential, designated to meet housing density requirements.

**The relevant provisions of Goal 10 have been satisfied.**

- K. Goal 11; Public Facilities and Services: *“To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.”*

**Staff Findings:** Goal 11 requires cities to prepare “public facilities plans” (PFPs) that identify the timing, location and funding sources of sanitary sewer, water, storm drainage and transportation projects necessary to serve projected population and employment growth during the 20-year planning period. Goal 11 is implemented by the Goal 11 Rule (OAR 660, Division 011).

The *2011 Molalla Comprehensive Plan* includes a discussion of sanitary sewer, water, storm drainage and transportation facilities necessary to support planned growth inside the UGB. The Plan also contains policies to ensure that an adequate level of public facilities and services is provided to new development within the Molalla UGB. The city recognizes that the PFP will need to be updated prior to any future expansion of the UGB.

**The relevant provisions of Goal 11 have been satisfied.**

- L. Goal 12; Transportation: *“To provide and encourage a safe, convenient and economic transportation system.”*

**Staff Findings:** Goal 12 is implemented by the Transportation Planning Rule (the TPR or OAR Chapter 660, Division 012). Goal 12 and the TPR require that each city prepare and adopt a Transportation System Plan (TSP) to provide for all modes of transportation. The TSP must describe the timing, location, cost and funding mechanisms for transportation projects necessary to serve planned land uses within the UGB. The Molalla TSP (Kittelson, 2001) is designed to address transportation impacts through the year 2020. Following the adoption of the 2011 Molalla Comprehensive Plan, the TSP will need to be amended to address planned growth through at least the year 2030.

Throughout the entire planning process Molalla has coordinated extensively with ODOT in amending its comprehensive plan and development code to ensure Goal 12 compliance. The following policies were incorporated into the plan in 2010 after extensive coordination with, and support from, ODOT:

- Goal 12 Streets and Roads Policies 1-39;
- Goal 12 Railroads Policies 1-3; and
- Goal 12 Public Transportation Policies 1-9.

**The relevant provisions of Goal 12 have been satisfied.**

M. Goal 13; Energy Conservation: *To conserve energy.*

**Staff Findings:** The comprehensive plan addresses energy conservation through over 20 energy conservation policies, found in the Comprehensive Plan Goal 13 Energy Conservation Policies.

**The relevant provisions of Goal 13 have been satisfied.**

N. Goal 14; Urbanization: *To provide for an orderly and efficient transition from rural to urban land uses.*

**Staff Findings:**

Goal 14 requires that cities establish and maintain urban growth boundaries to accommodate 20-year land needs. UGBs are adopted by both the city and the county and separate urban from rural lands. Goal 14 requires cities and counties to coordinate the efforts to ensure that land is used efficiently within UGBs.

Molalla has policies and development standards to ensure the efficient use of land within its existing UGB. Molalla is not proposing to expand its urban growth boundary at this time but expects to begin an assessment of the UGB in the near future. Any UGB amendment proposal will be consistent with OAR Chapter 660, Division 024, Urban Growth Boundaries and will be coordinated with the county.

**The relevant provisions of Goal 14 have been satisfied.**

O. Goals 15 – 19: Willamette Greenway (15), Estuarine Resources (16), Coastal Shorelands (17), Beaches and Dunes (18), and Ocean Resources (19).

**Staff Findings:** The City of Molalla and its environs are not located in an area where Goals 15 through 19 are applicable.

**Statewide Planning Goals 15 – 19 are not applicable.**

**Statewide Goals Conclusions: The Planning Staff finds this application is consistent with all applicable Statewide Planning Goals.**

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## **PART 2. EVALUATION OF OREGON REVISED STATUTES (ORS) AND OREGON ADMINISTRATIVE RULES (OAR) RELATING TO POPULATION COORDINATION AND PROJECTIONS**

**ORS 195.034 Alternate Population Forecast.** *(1) If the coordinating body under ORS 195.025 (1) has adopted, within 10 years before a city initiates an evaluation or amendment of the city's urban growth boundary, a population forecast as required by ORS 195.036 that no longer provides a 20-year forecast for an urban area, a city may propose a revised 20-year forecast for its urban area by extending the coordinating body's current urban area forecast to a 20-year period using the same growth trend for the urban area assumed in the coordinating body's current adopted forecast.*

*(2) If the coordinating body has not adopted a forecast as required by ORS 195.036 or if the current forecast was adopted more than 10 years before the city initiates an evaluation or amendment of the city's urban growth boundary, a city may propose a 20-year forecast for its urban area by:*

*(a) Basing the proposed forecast on the population forecast prepared by the Office of Economic Analysis for the county for a 20-year period that commences when the city initiates the evaluation or amendment of the city's urban growth boundary; and*

*(b) Assuming that the urban area's share for the forecasted county population determined in paragraph (a) of this subsection will be the same as the urban area's current share of the county population based on the most recent certified population estimates from Portland State University and the most recent data for the urban area published by the United States Census Bureau.*

### **OAR-660-024-0030 Population Forecasts.**

*(1) Counties must adopt and maintain a coordinated 20-year population forecast for the county and for each urban area within the county consistent with statutory requirements for such forecasts under ORS 195.025 and 195.036. Cities must adopt a 20-year population forecast for the urban area consistent with the coordinated county forecast, except that a metropolitan service district must adopt and maintain a 20-year population forecast for the area within its jurisdiction. In adopting the coordinated forecast, local governments must follow applicable procedures and requirements in ORS 197.610 to 197.650 and must provide notice to all other local governments in the county. The adopted forecast must be included in the comprehensive plan or in a document referenced by the plan.*

*(4) A city and county may apply one of the safe harbors in subsections (a), (b), or (c) of this section, if applicable, in order to develop and adopt a population forecast for an urban area:*

*a) If a coordinated population forecast was adopted by a county within the previous 10 years but does not provide a 20-year forecast for an urban area at the time a city initiates an evaluation or amendment of the UGB, a city and county may adopt an updated*

*forecast for the urban area consistent with this section. The updated forecast is deemed to comply with applicable goals and laws regarding population forecasts for purposes of the current UGB evaluation or amendment provided the forecast:*

*(A) Is adopted by the city and county in accordance with the notice, procedures and requirements described in section (1) of this rule; and*

*(B) Extends the current urban area forecast to a 20-year period commencing on the date determined under OAR 660-024-0040(2) by using the same growth trend for the urban area assumed in the county's current adopted forecast.*

*(b) A city and county may adopt a 20-year forecast for an urban area consistent with this section. The forecast is deemed to comply with applicable goals and laws regarding population forecasts for purposes of the current UGB evaluation or amendment provided the forecast:*

*(A) Is adopted by the city and county in accordance with the notice, procedures and requirements described in section (1) of this rule;*

*(B) Is based on OEA's population forecast for the county for a 20-year period commencing on the date determined under OAR 660-024-0040(2); and*

*(C) Is developed by assuming that the urban area's share of the forecasted county population determined in subsection (B) of this rule will be the same as the urban area's current share of county population based on the most recent certified population estimates from Portland State University and the most recent data for the urban area published by the U.S. Census Bureau.*

*(c) A city may adopt a revised 20-year forecast for its urban area by following the requirements in ORS 195.034.*

Clackamas County does not have a coordinated population forecast for its cities that is less than 10 years old. Therefore its cities, including Molalla, must use the provisions found in ORS 197.034(2) and OAR 660-024-0030(4b), underlined above, to project 20-year population for urban planning purposes. This method is called the “safe harbor” method and essentially:

(a) Uses the county-wide population forecast prepared by the Office of Economic Analysis; and

(b) Assumes that the city’s proportion of the county’s total population will remain the same in the future as it is now.

The most recent OEA county-wide projections were released in 2004 and are utilized in this analysis. The 2010 data from the U.S Census Bureau is also available and more recent than the Portland State University estimates for 2010 (which were released prior to

the 2010 Census and are based on the 2000 Census numbers). Therefore, the 2010 US Census population for Molalla is used to calculate the safe harbor forecast for the city.

As noted below, in 2010 Molalla accounted for 2.07% of Clackamas County’s total population. Keeping that share consistent, results in an expected population in Molalla of 11,102 people in 2030. This growth reflects an average annual growth rate (AAGR) of 1.58%.

	<b>Molalla Population</b>	<b>% of Clackamas County Total</b>	<b>Clackamas County Population (per OEA)</b>
2010	8,108	2.07%	391,536
2030	11,102	2.07%	536,123
Net Population Growth 2010-2030	2,994	--	--
Average Annual Growth Rate (AAGR)	1.58%	--	1.58%

**This application is in compliance with the ORS 197.034 and OAR 660-024-0030.**

**PART 3. SUMMARY OF FINDINGS AND CONCLUSIONS ON PROPOSED COMPREHENSIVE PLAN AMENDMENT**

- A. Parts 1&2 in Section 1 of this report outline and address all of the applicable policies, standards and criteria found to pertain to the proposed *2011 Molalla Comprehensive Plan*.
- B. Based upon the findings in this report, the *2011 Molalla Comprehensive Plan* satisfies all applicable Statewide Planning Goals and relevant State Statutes and Oregon Administrative Rules pertaining to 20-year population forecasting for planning within the urban growth boundary.

**PART 4. RECOMMENDATIONS**

Based upon the Findings in this report, the City Planning Staff recommends the following actions:

- A. Approval of the *2011 Molalla Comprehensive Plan*, as revised by Planning Staff, dated October 25, 2011.
- B. Adoption of the 20-year safe harbor population forecast for the City of Molalla. This forecast projects a total population of 11,102 people in Molalla by 2030.



**MOLALLA  
COMPREHENSIVE PLAN**

**Volume I**

**MOLALLA, OREGON**

**Volume I:**  
**MOLALLA COMPREHENSIVE PLAN**

City of Molalla

*Amended ~~August 10, 2011~~ October 25, 2011*

*General Ordinance 10-\_\_\_\_*

Prepared by:  
**The City of Molalla Planning Commission**

With advice from  
**Winterbrook Planning**

## ACKNOWLEDGMENTS

The following group of dedicated citizens gave several years of their time to help in the drafting of the 2010-2011 Comprehensive Plan revisions for The City of Molalla. The City particularly appreciates the dedication and service of advisory groups and Molalla Planning Commission. Both groups worked beyond expectation to create a quality policy document that will carefully direct the community's land use and development. The City's appreciation extends to the local, state, and federal resource agencies who provided assistance and information, and to the many citizens and interest groups who participated in the public workshop process critical to the development of this plan.

### Advisory

### Planning Commission

### Professional Economic Development and Planning Services

- Winterbrook Planning (Portland, Oregon)
- Erik D. Hovee Associates (Vancouver, Washington)
- Cogan Owens Cogan (Portland, Oregon)

### Staff Support:

### City of Molalla Planning Department

### City of Molalla Public Works Department

## VISION

The vision that informs the 2010-2011 Comprehensive Plan Update is:

***“Molalla –  
A recreationally oriented and family friendly community  
with a vibrant downtown and livable neighborhoods”***

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# PART I: MOLALLA'S COMPREHENSIVE LAND USE PLAN

## Molalla Comprehensive Plan Purpose and Organization

The Oregon Legislature mandated Comprehensive Land Use Planning with Senate Bill 100 (ORS Chapter 197). Under ORS 197, the Land Conservation and Development Commission (LCDC) was created and directed to adopt Statewide Planning Goals and implementing “administrative rules” that establish a framework for local planning.

The Molalla Comprehensive Plan (“the Plan”) is intended to serve the principal policy document for land use within Molalla Urban Growth Boundary (UGB). It is intended to guide physical development of the City. The Plan is organized to reflect applicable Statewide Planning Goals. It includes a Land Use Plan Map and text. The text of the Plan is presented in five parts that provide a framework for land use decisions:

- **Part I: The Land Use Planning Process** (Statewide Planning Goals 1 – Citizen Involvement and 2 – Land Use Planning)
- **Part II: Open Space, Recreation and Community Livability** (Statewide Planning Goals 5 – Natural and Cultural Resources, 6 – Air, Land, and Water Quality, 7 – Natural Hazards, and 8 – Recreational Needs)
- **Part III: Economic Development and Housing** (Statewide Planning Goals 9 – Economic Development and 10 – Housing)
- **Part IV: Public Facilities and Transportation** (Statewide Planning Goals 11 – Public Facilities and Services, and 12 – Transportation)
- **Part V: Urban Form and Growth Management** (Statewide Planning Goals 13 – Energy Conservation and 14 – Urbanization)

**Volume I of the Plan includes background text, goals, policies and implementation measures:**

- **Goals** state the general land use direction to which the City and County are committed.
- **Policies** are mandatory and must be addressed when making major land use decisions, such as comprehensive plan map amendments or zone changes.
- **Implementing measures** offer specific but discretionary steps to carry out plan policies.

The Plan is supported by Background Documents and is implemented by Functional Plans, Community Plans and the Molalla Development Code. The Plan also includes a Land Use Plan Map with general land use designations that control how land will be used over the 20-year planning period for the entire area within the Urban Growth Boundary (UGB). The City Zoning Map must be consistent with Land Use Plan Map and identifies which zoning districts apply to development within the City Limits. The Clackamas County Zoning Map determines how land can be used on an interim basis until it is annexed to the City.

The Plan Map illustrates the general land use concepts presented in the text of the Plan. The Plan Map shows the type, location and density of land development and redevelopment permitted in the future. The Land Use Map of the Comprehensive Plan shows land designated for Public, Industrial, Commercial, and Residential use. However, the Plan text recognizes that certain combinations of uses can be beneficial and, therefore, language in the text provides for a mixing of those combinations through a Planned Development Review process. When interpreting the intent of the Plan, the text supersedes the map in the event of a conflict.

## ***Supporting and Implementing Documents and Plans***

**The Comprehensive Plan is supported by a series of Background Documents, Functional Plans and Community Plans.** Community Plans and Functional Plans may be initiated by the City Council or Planning Commission at any time in response to community needs.

- **Background Documents – Volume II**
- **Functional Plans – Volume III**
- **Community Plans – Volume IV**
- **Implementing Measures – Volume V**

## **Volume II: Background Documents**

Background documents provide the factual and analytical basis for the goals, policies and implementing measures found in the Comprehensive Plan, but are not policy documents in themselves. The numbers and analysis found in background documents is expected to change over time. For example, the Buildable Lands Inventory will be updated regularly as land develops within the UGB. Therefore, periodic updates to these documents do not require an amendment to the Comprehensive Plan.

### **List of Background Documents**

- A. *Molalla Economic Profile* (E. Hovee, 2004)<sup>1</sup>
- B. *City of Molalla Residential Land Needs Report* (Winterbrook Planning, 2009)<sub>2</sub>
- C. *Buildable Lands Inventory Methods and Maps for Molalla UGB and URA* (Winterbrook Planning and the City of Molalla, 2007)
- ~~D. *Urban Reserve Findings* (Winterbrook Planning, 2010)~~
- ~~E.D. *Downtown & OR 211 Streetscape Plan* (July 2007)~~

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<sup>1</sup> Please note: For this Comprehensive Plan, changes have been made to the calculations shown in these reports to reflect the need for the City of Molalla to use a 20-year “safe harbor” population forecast, per ORS 195.034(2) and OAR 660-024-0030. Relevant conclusions from these reports remain valid.

- F.E. City of Molalla Historical Resources Inventory (Projected 2010)
- G.F. Molalla Local Wetlands Inventory (Pacific Habitat Services, 2004)
- H.G. Capital Improvements Plan Summary Findings and Recommendations (City of Molalla, 1999 - 2004)
- H. Downtown Plan (Cogan Owens Cogan, 2007)
- I. 2009 Employment Land Needs Analysis (Winterbrook Planning, 2009)

### **Volume III: Functional Plans**

#### **Description**

City ~~functional~~ Functional plans ~~Plans~~ further implement the Comprehensive Plan policies and recommendations regarding specific topic areas of interest or concern to the City. Functional Plans may include, but are not limited to, parks and recreation, housing, open spaces, natural resources development and conservation, historic resources, culture and the arts, economic development, environmental quality and other topic area or elements addressed in the Comprehensive Plan. City ~~functional~~ Functional plans ~~Plans~~ are prepared from time to time in response to community need and are intended to guide the development and implementation of related functional programs or activities conducted by City agencies.

The *Molalla Transportation System Plan* (TSP) and the *Molalla Public Facilities Plan* (PFP) are considered part of the Comprehensive Plan. The TSP includes street classifications, policies and standards related to transportation improvements. The PFP identifies the timing, location and general cost of sanitary sewer, water and storm drainage projects necessary to support planned development within the UGB. Both the TSP and PFP must comply with State statutes and regulations relating to portions of public facility plans required to be included in the Comprehensive Plan. Those portions of public facility plans required to be included in the Comprehensive Plan shall be adopted by ordinance as major plan amendments to the Comprehensive Plan Text or Land Use Map.

Master plans for sanitary sewer, parks, water, schools, storm drainage, airport, and transportation also support the goals, policies and implementing measures found in the Comprehensive Plan but are not policy documents in themselves. The projects, cost estimates, timing and funding sources found in public facilities plans are not intended to function as plan policies, unless explicitly adopted as part of the Comprehensive Plan. Such master plans typically are “accepted” by the City Council, but are not necessarily adopted by the City Council or County board. Public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to master facilities plans are not considered amendments to the Comprehensive Plan itself and their projections for growth and development are not limiting or overriding.



## List of Functional Plans

- A. *Molalla Public Facilities Plan* (City of Molalla, 2007)
  - *Molalla Wastewater Facility Plan* (Tetra Tech / KCM, 2000)
  - *Molalla Water System Plan* (EAS Engineering, 1996)
  - *Molalla Storm Water Master Plan* (2007)
- B. *Molalla Transportation System Plan* (Kittelson, 2001)
- C. *Molalla Parks, ~~and~~ Recreation, and Trails Master Plan* (~~Projected~~ City of Molalla 2009)
- D. *Molalla School District Facilities Plan* (2007)

## Volume IV: Community Plans

A “community plan” means any plan, planning document or coordinated set of planning policies which establishes coordinated policies and development guidelines for the development of land uses and development activities within a specific geographic area of the City. A community plan is more detailed than the Comprehensive Plan and has Comprehensive Plan status and function relative to the specific geographic area to which it applies. A community plan may contain a map, policy statements and recommendation relating to development densities, public facility and utility improvements and the arrangement of land uses to guide future land use decisions and implementing measures for its geographic area. A community plan must be consistent with the Comprehensive Plan.

Community plans shall be adopted by the City Council as major plan amendments to the city’s comprehensive plan text or land use map as applicable.

### List of Community Plans

## Volume V: Implementing Measures

### List of Implementing Measures

#### A. *Molalla Development Code*

Molalla Development Code (MDC) contains zoning districts, development standards and land use decision-making procedures for implementing the Molalla Comprehensive Plan, functional plans and community plans. The MDC will be amended to implement the policies of the Plan in Phase II of the 2006-~~08-11~~ growth management process. The MDC consists of two basic parts:

- A map of the zoning districts as they are assigned to lands within the City.
- Text that spells out in detail the standards of each zoning district and related review and amendment procedures.

Since the development code is the primary implementation tool of the Comprehensive Plan it must reflect the land use designations and policies set down by the Plan. Further, it must deal with those specific items which the plan is not intended to deal with such as permitted and conditional use, minimum lot sizes, yard setbacks, parking, and other special requirements

### B. *Molalla Public Works Design Standards*

B. The Molalla Public Works Design Standards are being developed and will be incorporated into the Molalla Development Code by when they are completed.

### C. *Molalla Capital Improvement Program*

C. Molalla is developing a capital improvement program for all categories of public improvements. Like the Public Works Design Standards, it is anticipated that the capital improvement program will be incorporated into the Molalla Development Code upon completion. However, as a financial planning and implementation program, elements of the capital improvements program, in particular those portions that implement the City's System Development Charges (SDC's), may be added to the Molalla Municipal Code chapter regarding financial administration.

### *D. Intergovernmental Agreements*

Clackamas County is a partner in the successful implementation of Molalla Comprehensive Plan. Since Clackamas County retains jurisdiction over unincorporated areas within Molalla UGB until land is annexed to the City, the City Council and County Board have adopted an intergovernmental agreement that spells out roles and responsibilities for land use review and decisions within the Molalla UGB. The City may also enter intergovernmental agreements with other partners in land use planning, such as the Oregon Department of Transportation (ODOT).

## ***Geographical and Historical Context***

The City of Molalla is a fast growing rural community located in the southwest section of Clackamas County. Molalla is approximately 14 miles south of Oregon City via State Highway 213, approximately 25 miles northeast of Salem, and approximately 27 miles southeast of Portland. The terrain in the study area is level to gently sloping. The highest point within the City Limits is 371 feet elevation. The surrounding area around Molalla is generally used for agricultural purposes. The Molalla River is located about a mile east of the 2006 UGB.

William Russell took up the first land claim in 1840. The fertile soil, ample water and rich grasses of the Willamette Valley soon lured other settlers to follow. Soon the land, once the favorite hunting ground of the Native American, was under cultivation. Ten years later on April 9, 1850, the first post office was

established near the present site of Liberal, approximately three miles to the north of the City. The post office was discontinued at Liberal in 1851, records do not give the exact location, but it is assumed on December 7, 1868 the Post Office was reestablished in Molalla.

Legend has it that two pioneer trails, east-west and north-south, met at the present intersection of Molalla Avenue and Main Street, and naturally **b**By 1856 Molalla was a thriving agricultural center with the first school and a general store opening a year later. Molalla developed rapidly as an important trade center and later, as a lumber-manufacturing town.

The year 1913 seemed to be the magical year for Molalla the first railroad, the Willamette Valley Southern, steamed through town. With the railroad came a new post office, a new school, and the first weekly newspaper. The first Molalla Buckaroo was held in 1913, the year the City incorporated.

The name “Molalla” has had many different spellings over the years, and there are a number of theories as to its origin. William Hatchette “Uncle Billy” Vaughan, a pioneer of 1885, claimed that the name originated from two Chinook Indian words, “moolek” for elk and “olilla” for berries, both plentiful in the mountain region during that time. Whatever the case, the 27 different spellings have evolved into one and the community has settled on the spelling “Molalla”.

Molalla has a temperature maritime climate with dry, moderately warm summers and wet, with mild winters. The prevailing winds are from the west and northeast in the summer and from the south and the southwest in the winter. Periods of easterly winds bring cold, clear weather in winter and exceptionally dry, hot weather in the summer. About 60 percent of the annual precipitation occurs from November through February while only about 10 percent occurs from June through September. In winter temperatures below 10 degrees and summer temperatures above 100 degrees are rare. Snowfall records are not kept for Molalla, however Salem is the nearest City where records are kept, and averages 6.2 inches of snow per year.

Molalla has blessed with a wealth of local and regional recreation opportunities which enrich the City’s livability and desirability. The City, County, State and the local school district all contribute to the provisions of parks, recreational facilities, and activities in and around Molalla. The City's proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30-40 minute drive. The ocean beaches, Mt. Hood and other Cascade Mountains and several campgrounds, rivers and lakes are within a two hour drive, providing the citizens of Molalla within a couple of hours drive, thus providing an abundance of recreational activities.

## **GOAL 1:— CITIZEN INVOLVEMENT**

The purpose of Statewide Planning Goal 1 - Citizen Involvement is:

*To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

### ***Background***

Statewide Planning Goal 1 requires cities and counties to adopt and publicize a program for citizen and agency participation in “all phases of the planning process”. The citizen involvement program should be appropriate to the scale of the planning effort and provide information that enables citizens to recognize and comprehend the issues. The City has long recognized the importance of citizen involvement in the land use planning and decision-making process. The following goals, policies, and implementation measures provide support and guide future citizen and agency involvement in the Molalla planning process.

### ***Citizen Involvement Goals and Policies***

#### **Molalla Citizen Involvement Goal:**

*Encourage and provide means for interested citizenry and affected governmental agencies to be involved in all phases of the land use planning process, on individual cases and city-wide programs and policies.*

#### **Citizen and Agency Involvement Policies**

1. The City of Molalla shall assign the Molalla Planning Commission as the officially recognized Citizen Advisory Committee (CAC).
2. The City shall coordinate with County and State agencies with an interest in Molalla’s planning programs and policies.
3. The Planning Department shall keep copies of the Comprehensive Plan, the City’s land use code, adopted Community Plans and Functional Plans on file at City Hall for inspection by the public.
4. Copies of adopted plans shall be provided to the public and affected agencies at a reasonable cost.
5. The City shall provide for a wide range of public involvement in City Planning programs and processes. The City should:
  - 5.1. Provide user-friendly information to assist the public in participating in City planning programs and processes, including available sources of media ranging from television (when available and free), radio (when available and free), newspapers, mailings, and meetings to provide for the highest involvement from citizens.
  - 5.2. Provide information for public review while it is still in “draft” form, thereby allowing for community involvement before decisions are made.
  - 5.3. Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Charges.
  - 5.4. Provide data to those interested citizens in non-technical and understandable terms.

- 5.5. Clarify the process in which citizens can understand while at the same time adopting procedures to allow interested parties reasonable access to information on which public bodies will base their land use planning decisions.
- 5.6. Provide data that is broken down giving all parties an understanding of the issues. This includes technical data submitted by other parties.
6. The Planning Commission may hold periodic public meetings to discuss planning issues and projects of special concern to the City.
7. To maintain the qualifications to act as the CAC the Planning Commission should:
  - 7.1. Schedule public hearings/meetings to carry out its responsibilities as the CAC.
  - 7.2. Assist the City Council as a task force for gathering information, and by sponsoring public meetings and/or evaluating proposals on special projects relating to land use and civic issues. The Planning Commission should also assist the City Council and officials in communicating information to the public regarding land use and other issues.
8. The Planning Commission should conduct informal work sessions where necessary to engage the general public in an interactive discussion. These sessions should provide an open and informal exchange of ideas among the members of the general public and the Planning Commissioners. Such meetings should occur at a minimum of two times a year. The City shall provide notice of such meetings in the local paper at least two weeks prior to the meeting.
9. In preparing public notices for Planning Commission meetings, staff will clarify the type of meeting to be held. These meetings should be identified by date, time, place, and topic so interested citizens can participate.
10. Draft documents shall be distributed to such agencies and utilities requesting comments. Comments shall be considered by the City and kept on file. Elements of this plan shall be coordinated with State, County and local agencies, which have an interest.
11. The Planning Commission and the City Council should establish and maintain an effective and continuing communication and dialogue with the various segments of the community on the Comprehensive Plan, Plan implementation measures, Community Plans, Functional Plans and City programs that implement the Comprehensive Plan.
12. The Planning Commission and City Council should hold a minimum of two joint meetings per year where the public may attend to ask questions.
13. At the onset of the citizen involvement program, the governing body should clearly state the mechanism through which the citizens will receive a response from the policy-makers.
14. Comments and recommendations resulting from the public involvement programs established for major and minor revisions of the Comprehensive Plan, City's Land Use Code, adopted Community Plans and Functional Plans should be collected and summarized by staff.
  - 14.1. Copies of the summarized comments will be made available for public review at the City Planning Department.
  - 14.2. Planning Commission recommendations and City Council decisions on major and minor revisions to the Plan, Community Plans, and Functional Plans and the rationale relied upon by policymakers to reach such recommendation and decisions should be made available to the public in the form of a written record.
  - 14.3. The City should assure that recommendations relating from the citizen involvement program are retained and made available for public assessment. Citizens who have participated in this program should receive a response from policy makers.

## GOAL 2: LAND USE PLANNING

The purpose of Statewide Planning Goal 2 – Land Use Planning is:

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

### Background

Molalla began its first comprehensive planning process in of 1975, by forming a citizens' advisory committee (CAC). By 1980 the CAC completed the Molalla's first Comprehensive Plan that was generally consistent with the statewide planning goals adopted by the Oregon Land Conservation Development Commission (LCDC). Many notices and articles were published to provide citizens an opportunity to assist in the preparation of the Comprehensive Plan. Since that time, the Molalla Comprehensive Plan has guided growth and development in the City.

Molalla's 1980 Comprehensive Plan was adequate for its time. In 2002, the City determined a major revision to the Comprehensive Plan was necessary to address rapid population growth, changes to the City's economic base, and the City's recreation-based and family-oriented identity.

Over the last five years, the City has:

- Conducted extensive reviews of the Molalla Comprehensive Plan and Development Code;
- Prepared a detailed economic analysis and population projection;
- Prepared ~~draft a downtown~~ Downtown planPlan;
- Parks & Recreation planPlan;
- Conducted a residential land needs analysis and buildable lands inventory;
- Held scores of planning commission meetings.

The City is now completing adoption of this document (the 2011 Molalla Comprehensive Plan), extensive revisions to the Molalla Development Code and a new Parks and Recreation Master Plan, the first phase of a two-phased comprehensive planning process:

- ~~1. Phase 1 includes adoption of this document (The 2010 Molalla Comprehensive Plan) and:~~
  - ~~a. Extensive revisions to the Molalla Development Code,~~
  - ~~b. Adoption of the Parks and Recreation Plan, and~~
  - ~~c. Establishment of Molalla's 50-year Urban Reserve Area (URA)~~
- ~~2. Phase 2 includes expansion the City's 20-year Urban Growth Boundary (UGB) and adoption of:~~
  - ~~a. Additional revisions to the Molalla Development Code,~~
  - ~~b. Revisions to the Molalla Transportation Systems Plan.~~

~~The updates will provide for the coordination of both the growth and development projections and timing of facility expansions.~~

## Population Projection

Population projections serve several purposes. First they allow cities to estimate the amount of public infrastructure capacity that will be necessary to serve city residents. This ensures that cities have sufficient public facilities, such as sewer, water and transportation to accommodate projected growth. These facilities require a substantial public investment and it is essential to have a reasonably accurate demand forecast.

Next, they allow cities to develop estimates of how much housing, park, school, institutional, commercial, and industrial space will be needed over the planning period. These estimates in turn allow for a determination of how much land will be needed to accommodate that growth. Finally, the amount of land needed for growth can be compared with the City's buildable lands inventory to determine whether sufficient land is available to accommodate 20 (or more) years of growth.

### **Safe Harbor Population Forecast**

In order to maintain and update Comprehensive Plans and UGBs, a “coordinated” population projection is required by ORS 195.036. Population projections must be coordinated by the designated coordinating agency, in this case Clackamas County. The combined sum of projections for incorporated cities and rural areas in the County must roughly equal the projection for the county as a whole (the county “control total”).<sup>2</sup> The control total usually comes from the long-term population projections developed by the Office of Economic Analysis of the State Department of Administrative Services.<sup>3</sup>

However, in the absence of an adopted coordinated county-wide population forecast, ORS 197.034(2) and OAR 660-024-0030(4) instructs that a jurisdiction must base their population forecast on the “safe harbor” method -by:

*(a) Basing the proposed forecast on the population forecast prepared by the Office of Economic Analysis for the county for a 20-year period that commences when the city initiates the evaluation or amendment of the city's urban growth boundary; and*

*(b) Assuming that the urban area's share for the forecasted county population determined in paragraph (a) of this subsection will be the same as the urban area's current share of the county population based on the most recent certified population estimates from Portland State University and the most recent data for the urban area published by the United States Census Bureau.*

At the time of this writing, tThe most recent OEA projections were released in 2004. The 2010 data from the U.S Census Bureau is also available and more recent than the Portland State University estimates for 2010 (which were released prior to the 2010 Census and are based on the 2000 Census numbers). Therefore, the 2010 US Census population for Molalla is used to calculate the safe harbor forecast for the city, as follows:

<sup>2</sup> The projections for incorporated cities includes all lands within the existing Urban Growth Boundaries (UGBs) of those cities. In short, the projections are for growth in the UGBs.

<sup>3</sup> While most coordinating bodies use the OEA projections as the basis for coordination, there is no statutory requirement that the OEA projections be used for coordination. The U.S. Census data provides an additional reliable source of information on population growth.

Table 2-1: 2010-2030 “Safe Harbor” Population Forecast

	<u>Molalla Population</u>	<u>% of Clackamas County Total</u>	<u>Clackamas County Population (per OEA)</u>
<u>2010</u>	<u>8,108</u>	<u>2.07%</u>	<u>391,536</u>
<u>2030</u>	<u>11,102</u>	<u>2.07%</u>	<u>536,123</u>
<u>Net Population Growth 2010-2030</u>	<u>2,994</u>	<u>--</u>	<u>--</u>
<u>Average Annual Growth Rate (AAGR)</u>	<u>1.58%</u>	<u>--</u>	<u>1.58%</u>

±

The further out a population projection goes, the less reliable it becomes. This is especially true for smaller jurisdictions, where events such as the gain or loss of a single large industrial employer can have significant impact on the area population, and development of a large subdivision will comprise a substantial portion of the City’s projection. Lifestyle and migration patterns, key components of population growth, are logically less clear as we look into the future.

The “safe harbor” methodology is inherently conservative; in which, the absence of an up-to-date coordinated forecast, is sufficient and is appropriate for planning purposes in a jurisdiction the size of Molalla. The average annual growth rate that results from the “safe harbor” method is slightly lower than historic growth rates:

- The analysis from E.D. Hovee (cite report) shows an overall growth rate of 2.0 percent for the period from 1980 to 2003.
- The U.S. Census data shows a growth rate of 3.7 percent for the ten-year period from 2000 to 2010, and an average annual growth rate of 3.4 percent for the 50-year period from 1960 to 2010.

As such, it is important for the city to monitor actual population growth, so that they may adjust and modify plans and projections to account for variances.

Population projections serve several purposes. First they allow cities to estimate the amount of public infrastructure capacity to provide that will be necessary to serve city residents. This ensures that cities have sufficient public facilities, such as sewer, water and transportation capacity to accommodate projected growth. These facilities require a substantial public investment and it is essential to have a reasonably accurate demand forecast.

Next, it allows cities to develop estimates of how much housing, park, school, institutional, commercial, and industrial space will be needed over the planning period. These estimates in turn allow for a determination of how much land will be needed to accommodate that growth. Finally, the amount of land needed for growth can be compared with the City’s buildable lands inventory to determine whether sufficient land is available to accommodate 20 (or more) years of growth. However, in the absence of action by Clackamas County to adopt a population projection for the City of Molalla, the City cannot rely on the available data to project or plan for population growth and must base their population forecast on the safe harbor method outlined in OAR 660-024-0030 (4) and ORS 195.034(2).

As described in the *Molalla Population Projections (2010-2060)* memorandum (Winterbrook, 2009), Molalla has a two-part population projection—an estimate of 20-year population growth, and a forecast for 30 years beyond that. Molalla’s initial 20-year estimates were based on analysis by E.D. Hovee and



Company, a respected demographic firm, and resulted in a growth rate of 2.9% through 2025. However, Clackamas County is currently unwilling to engage in a population coordination process. So it appears unlikely that the City will be able to use a demographer's analysis and projections as the basis for a 20-year "coordinated" population projection.

So rather than rely on the Hovee analysis, Molalla's 20-year estimate is based on methodology comparable to the "safe harbors" allowed by ORS 195.034(2) and OAR 660-024-0030(4). These "safe harbors" link City growth forecasts directly to overall County growth. While inconsistent with professional demographic projections, this estimate provided a base to work from for analysis of Urban Reserve Area (URA) needs through the year 2060.

To be clear, the 20-year estimate is not intended to be a "coordinated population projection" for Urban Growth Boundary (UGB) purposes. Molalla should update the 20-year projection when it engages in future UGB analysis. Molalla's 20-year estimate results in a 2030 population of 10,532.

## 2060 URA Population Projection

The further out a population projection goes, the less reliable it becomes. This is especially true for smaller jurisdictions, where events such as the gain or loss of a single large industrial employer can have significant impact on the area population, and development of a large subdivision will comprise a substantial portion of the City's projection. Lifestyle and migration patterns, key components of population growth, are logically less clear as we look into the future. It is important for cities to monitor actual population growth, so that they may adjust and modify plans and projections to account for variances.

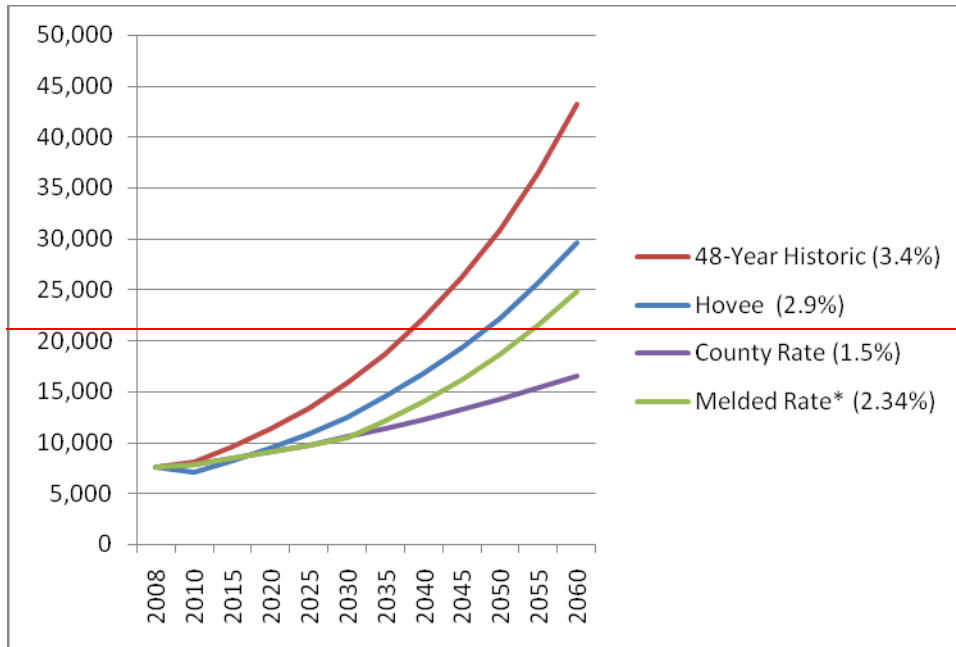
There are no coordinated population projection requirements, or "safe harbors" for Urban Reserve population projections.

Figure 1 below provides four different looks at potential long range population growth for Molalla.

As shown on Figure 2-1:

- Should Molalla continue to grow from 2010-2060 at the same rate it grew from 1960-2008, it would reach a population of 43,183.
- If Molalla grows consistent with the rate estimated by Hovee through 2025 (2.9%), and continues to grow at a similar rate through 2060, Molalla would reach a population of 29,581.
- If the City planned to grow at the same rate as Clackamas County for the next 50 years (approximately 1.5%), Molalla's planned 2060 population would be 16,462.
- Matching the County rate to 2030 (safe harbor) and extending the Hovee rate (2.9%) from 2030 to 2060 would result in a population of 24,829, and an overall "melded" growth rate of 2.34%.

### Figure 2-1: 2008-2060 Growth Scenarios



Winterbrook Planning, 2009

\* Melded Rate is Safe Harbor (1.5%) through 2030, Hovee (2.9%) through 2060

Molalla opted to use the “melded rate” scenario for Urban Reserve planning—an assumption of a more demographically consistent rate for 30 years beyond the “safe harbor” UGB timeframe. This results in an overall 2008–2060 growth rate of 2.34%. This conservative melded rate is about a third less than the observed growth rate in Molalla since 1960, but provides a reasonable population basis for long range public facility planning purposes. **The forecast using the melded rate results in a 2060 population of 24,829.**

Despite the availability of recent, accurate and reliable information regarding population growth in Molalla, state law prohibits the City from using this information to plan for future growth until such time as Clackamas County adopts a population projection for the City which, as of the date this Comprehensive Plan was adopted, the County has declined to do. Therefore, the City is prohibited from planning for future growth at this time.

## Comprehensive Plan Revision and Interpretation

Comprehensive plans or maps must adjust to changing attitudes and desires, economic and social conditions, and technology. Molalla’s The City expects to review the Comprehensive Plan will undergo reviews every 5-10 years, or through the “periodic review” process as required by state law, to ensure that this document remains an up-to-date and workable framework for development. If changing conditions indicate that review of the Plan’s Goals and Policies are warranted, between the required Periodic Review periods, the City Council or Planning Commission may initiate modifications at any time. Any citizen or group may file the appropriate paper work and pay the appropriate fees to apply for a plan amendment. The Planning Commission and the City Council shall review proposed plan

amendments as received. Formal direction for the City-wide Urban Growth Boundary expansions may only come from the Planning Commission or City Council.

Once public hearings before the Planning Commission and the City Council have been concluded and the plan has been officially adopted, it becomes the official policy statement of the City Council of the City of Molalla. The Planning Commission and Planning Staff are authorized to interpret the standards and requirements of either the text or maps of the Comprehensive Plan. The City Council shall have final authority for the interpretation of the text and/or the map when such matters come before the City Council for consideration.

## Major and Minor Plan Amendments

All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in this plan. Major and minor plan amendments are described below:

- A **major amendment** means any significant change to the Comprehensive Plan text or map initiated by the City Council or Planning Commission. A “major change” is one that refines, amends, or changes both the plan text and map, has an effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences. Major plan amendments include but are not limited to plan amendments that incorporate community plans as part of the Comprehensive Plan or use portions of the public facility plans as part of the Comprehensive Plan in accordance with State statute and regulations implementing Statewide Planning Goal 11.
- A **minor amendment** means change to the Comprehensive plan, which is not a major plan amendment. Minor plan amendments include all quasi-judicial, site-specific amendments to the Comprehensive Plan Map.

## ***Jurisdictional Boundaries and Urban Growth Management***

The Molalla Urban ~~Reserve Area (URA) and Urban~~ Growth Boundary (UGB) contains land under both City and County jurisdiction. The establishment and change of the UGB ~~and URA~~ is a joint process that requires approval from both the Molalla City Council and the Clackamas County Board of Commissioners. To ensure consistency, the City and County coordinate efforts to manage all lands within both of these boundaries. The policy document used for this purpose is the "Urban Growth Management Agreement."

Molalla has land use decision making authority within the Molalla City Limits. Annexation to the City is required for urban services necessary to support urban level development. The intent is maintain an adequate supply of buildable and serviceable land within the City Limits to assure that there are choices in type, location, and density or intensity of residential, commercial, industrial and public facilities development.

Clackamas County is responsible for making land use decisions outside the City Limits but within the Urban Growth Boundary (UGB) ~~or Urban Reserve Area (URA)~~. The City intends to enter into and maintain an intergovernmental agreement with Clackamas County to allow the City to prepare long range

plans for the properties within Molalla's planning area and outside the City Limits. The City will actively participate in the land use planning decisions of nearby jurisdictions that may have an effect on Molalla.

## Planning Process Goals

- To comply with the Statewide Planning Goals and assure that changes to this Plan comply with these goals.
- To participate with other jurisdictions and special districts to assure appropriate land use and related issues are coordinated.
- To assure that to the extent possible, land use reviews minimize cost and delay in administration.
- To implement the community vision through the comprehensive planning process.

## Periodic Review

~~During the 4-10 years period between scheduled major reviews of the Comprehensive Plan pursuant to ORS 197.628 periodic review requirements, Pursuant to ORS 197.629,~~ the City Planning Commission, with the assistance from the Planning Department, ~~should may~~ review the Comprehensive Plan and ~~may~~ initiate major or minor revisions of the plan in order to address city wide or community needs. As part of this responsibility, the Planning Commission ~~should may~~ schedule and conduct a biennial public plan review process to consider requests for plan revisions from any property owner, city agency, government agency, or business or community organization.

## Planning Roles

The following describes the roles of the Planning Director and Planning Commission:

- The **Planning Director** shall keep copies of the ~~comprehensive-Comprehensive plan~~ **Plan**, the city community development code, adopted ~~community-Community plans-Plans~~ and ~~functional Functional plans-Plans~~ on file at city hall and at all branches of the city library for inspection by the public. The Planning Department shall notify citizens and government agencies that copies of such adopted plans are available for public review and distribution. The Planning Department shall notify citizens and government agencies that copies of the adopted plan are available for review.
- The **Planning Commission** considers and reviews amendments to the Comprehensive Plan, Functional Plans, Community Plans and the Molalla Development Code. The Planning Commission also acts as a decision-making body in reviewing quasi-judicial land use applications. At its discretion, the Council may assign this quasi-judicial review function to a land use hearings officer.

## **PART II: OPEN SPACE, RECREATION & COMMUNITY LIVABILITY**

### **GOAL 5: NATURAL AND HISTORIC RESOURCES**

A purpose of Statewide Planning Goal 5 is:

*To conserve open space and protect natural and historic resources.*

#### *Urban Natural Resources*

This section of the plan focuses on urban natural resources. Generally, all intensive urban development creates conflicts with natural resources such as wetlands, riparian corridors, and wildlife habitat. However, careful management within and adjacent to these areas can significantly reduce these conflicts and increase public safety by controlling development in hazardous areas. The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats. Uncontrolled development of adjacent properties could diminish the natural quality of these areas.

In Molalla, urban natural resources such as fish and wildlife habitat and riparian vegetation, are associated with significant wetlands and stream corridors. In 2004, the City adopted a “local wetland inventory” (LWI) that describes and maps significant wetlands and streams within the 2006 Molalla urban growth boundary (UGB). Most significant wetlands are associated with the creeks and natural drainage way described below.

As shown on LWI maps, the Molalla UGB area has three drainage basins:

- The northeastern portion of the UGB is within the Molalla River basin; drainage from this basin flows northeastward via a natural drainage way to the Molalla River.
- The central portion of the UGB is within the Creamery Creek basin; Creamery Creek flows diagonally from the southeast to the northwest before reaching the Molalla River north of the UGB.
- The southern portion of UGB is within the Bear Creek basin. Bear Creek joins Kaiser Creek (located south of the UGB) to flow to the Pudding River many miles to the west.

Because the LWI addressed wetlands within the 2006 UGB, it did not include two large concentrations of hydric soils located northeast and east of the 2006 UGB on predominantly Class IV agricultural soils. These “farmed” wetlands are located along Vaughn Road northeast of the 2006 UGB, and generally south of Feryer Park Road east of the 2006 UGB.

## **Water Resource Goals and Policies**

The City is committed to working with Clackamas County to protect Molalla's natural water resource areas as the UGB is expanded and urban development occurs over time. The Goal 5 administrative rule (OAR Chapter 660, Division 23) includes "safe harbor" provisions for protecting locally significant wetlands and riparian corridors. As part of the 2010-~~2011~~ plan update process, the City has adopted provisions to protect significant wetlands and riparian corridors within the ~~existing and expanded 20-year UGB and 50-year Urban Reserve Area (URA)~~.

### **Water Resources Goal:**

*Coordinate with Clackamas County to protect riparian corridors and wetlands – and associated open space, fish and wildlife habitat and riparian vegetation— within the Molalla Urban Growth Boundary (UGB) ~~and Urban Reserve Area (URA)~~.*

### **Water Resources Policies**

1. Consider the results of the Molalla Natural Resources Report as a means of addressing potential environmental consequences prior to expansion of the Molalla UGB.
2. Adopt Goal 5 "safe harbor" provisions to protect significant riparian corridors and wetlands within the ~~expanded~~ Molalla UGB.
3. Maintain natural wildlife corridors along protected creeks and drainageways.
4. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.
5. Provide for residential density transfer from protected water resource areas to adjacent buildable land.
6. Conserve significant trees and vegetation within protected water resource areas.
7. Require planting of native vegetation/trees within protected water resource areas.
8. Development projects that may have an impact on natural resource areas as identified on the LWI map shall be reviewed by the Division of State Lands (DSL) for possible mitigation.

## **Historic and Cultural Resources**

The identification, protection and preservation of historic and cultural resources are important to the character and quality of life in Molalla. Without the preservation of these resources, citizens will forever lose their accessibility to the history, and events that fashioned the character of Molalla today. Long term public acceptance and support for historic preservation comes through public awareness and understanding. Over time, the citizens of Molalla have begun to realize that the preservation of their past is important. Historical resources are becoming a source of pride, education and enjoyment for residents and visitors alike. The economic aspects and benefits of preservation are also being explored. However, rapid growth and development threaten the existing historic fabric in the downtown core and residential neighborhoods. Historical buildings continue to fall into disrepair and/or are being drastically altered from their historical appearance.

A brief history of Molalla is included in the introduction section of this plan. Two homes in the study area are included in the statewide Inventory of Historic Sites and Buildings:

- The Dibble House (c. 1859), a three quarter New-England saltbox, is listed in the National Historic Register.

- The Vonder Ahe (Von-derahe) House (c. 1865) was moved to its present site in 1973.

Both structures are situated on the same property located on Molalla Avenue between Metzler Avenue and 7th Street. The half-acre site and structures are owned and maintained by the Molalla Historical Society.

## Historic Resources Goals and Policies

Identification and management of cultural resources promotes public awareness and appreciation of the community's history, advances community pride and identity, contributes to the community's economy, and enhances local property values. The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contributes to the overall character of Molalla. The City, therefore, will cooperate with the Molalla Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City shall determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed. These sites shall be incorporated into the City's recreation theme to emphasize their importance to the City.

### Historic Resources Goal:

*Inventory and preserve historically significant sites and structures within the Molalla Urban Growth Boundary.*

### Historic Resources Policies:

1. Highlight the City of Molalla's role in the development of the Willamette Valley through preservation and retention of historic structures, areas, sites and cultural resources throughout the City.
2. The City shall strive to incorporate the historic sites as a part of the recreational community plan.
3. Encourage the preservation of the Dibble House and Vonder Ahe House in their original character.
4. Cooperate with the Molalla Historical Society and State Historical Preservation Office as necessary to identify and protect other significant cultural resources in Molalla. Encourage new development within the City to be harmonious in appearance with the historical character of the community.
5. Recognize and comply with applicable State and Federal Statutes governing protection of cultural resources.
6. Investigate the possibility of receiving funding and tax benefits from the federal, state and local levels in order to support historic preservation.
7. The City shall work closely with property owners and all interested parties to identify and encourage the preservation of cultural resource sites within the planning area.
8. The exterior of designated historic buildings should be rehabilitated to their original, architectural quality with careful application of design standards relating to signage, architectural detail and ornamentation.
  - 8.1 The exterior of historic buildings in the core area should be rehabilitated to their original architectural quality.
9. The City shall foster community pride and a sense of identity based on the recognition and use of City owned historic and cultural resources.
10. The City shall incorporate the historical and cultural resources into Molalla's recreation theme.

11. Historic inventories shall be adopted as a supporting document to the Comprehensive Plan.
12. Emphasis shall be placed on the preservation of the site and/or exterior appearance of historic and cultural resources.
13. There shall be careful application of design standards relating to signage, architectural detail and ornamentation.
14. The Planning Department shall work with Clackamas County, State of Oregon and the Federal Government when applicable on all historic building remodels.



## GOAL 6: ENVIRONMENTAL QUALITY

The purpose of Statewide Planning Goal 5 is:

*To maintain and improve the quality of the air, water, and land resources of the state.*

### *Background*

Statewide Planning Goal 6 requires cities and counties to maintain and improve the quality of air, water and land resources.

### **Air, Water and Land Resources Goal**

*The City of Molalla, recognizing that the health, safety, welfare, and quality of life of its citizens may be adversely affected by air, water and noise pollution, supports efforts to improve air and water quality and to reduce noise levels.*

### **Goal 6 Policies**

1. Support and participate in the implementation of state and regional plans and programs to reduce pollution levels.
2. Continue to maintain healthful ground and surface water resources, to prevent contamination of drinking water.
3. Discourage the development of noise-sensitive uses in areas of high noise impact.
4. Ensure that all State and Federal regulations for air, water and noise quality are met.
5. The City, County and DEQ shall cooperate to perform more thorough monitoring of the air quality of the Molalla urban area, and shall work with DEQ to ensure that State and Federal ambient air quality standards shall not be exceeded.
6. The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.
7. Continue to utilize performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial and commercial uses.
8. Land use activities, which result in conflicting impacts on the air, land, or water, shall be separated and/or buffered to minimize the negative effects of the conflicting activities.
9. Cooperate in the development and implementation of regional efforts to maintain and improve air water and noise quality.
10. Prior to approval of a legislative or quasi-judicial action, the City shall notify all appropriate agencies as per State Statute and Rule to solicit comment on the proposal with respect to air and water quality, and noise levels.
11. Encourage public sewer extensions into areas served by private septic systems.
12. Limit noxious and fugitive air emissions that create a public nuisance and have a negative effect on livability in the community.

13. Evaluate noise problems throughout the urban area, and if appropriate, adopt a noise impact overlay zone.
14. Establish and implement a mechanism to receive and report complaints regarding the quality of air, water and noise pollution.
15. Monitor air quality, and if appropriate, adopt threshold air emission standards.

## GOAL 7: NATURAL HAZARDS

The purpose of Statewide Planning Goal 7 is:

*To protect life and property from natural disasters and hazards.*

### *Background*

The Molalla area is subject to a number of potential natural hazards, including:

- Flooding – associated with the Molalla River
- Slope Hazards – generally south of town
- Earthquakes – associated with weak foundation soils

Each type of natural hazard is discussed below.

### **Slope Hazards**

Slopes of 25% or greater are subject to slide and erosion hazards and are considered “unbuildable” for purposes of meeting the City’s future housing needs. Such areas require geological analysis prior to extensive tree removal, excavation or construction. Steeply sloped areas within the 2006 Molalla UGB are limited to stream embankments within riparian areas, and have very little impact on buildable land supply. However, an escarpment south of the 2006 UGB includes slopes of 25% or greater, which is a consideration in long-range planning analyses.

### **Seismic and Fault Hazards**

Oregon is located within the circum-Pacific belt of crustal instability along with California, Washington, British Columbia and Alaska. All of these states and provinces, which border the Pacific Ocean, have received violent earthquake shocks in recent years. Since 1841, the state has experienced 167 earthquakes and of these, 47 were centered in the Portland vicinity. Molalla experienced an earthquake in March of 1993 with a magnitude of 5.7 centered approximately 13 miles southwest of the City.

### **Flood Hazards**

Flood hazards are shown on Federal Emergency Management Agency (FEMA) maps and on the BLI. These maps show the floodway, 100-year floodplain, and 500-year floodplain associated with the Molalla River. Protection of riparian areas associated with Molalla’s creeks will also protect nearby development from periodic flooding.

## Natural Hazards Goals and Policies

### Natural Hazards Goal:

*To protect life and property from natural disasters and hazards.*

### Natural Hazards Policies

1. Areas subject to natural disasters and hazards shall be inventoried, designated on the Comprehensive Plan Map, and the degree of hazard and disaster potential determined. This information shall be used to determine the suitability of a location for development ~~and~~. Lowering density requirements and intensity of development from what the land is designated shall be considered an appropriate limitation on a use in a natural disaster and hazard area.
2. To protect life and property within the planning area from natural disasters and hazards, developments capable of causing damage to other property or resulting in loss of life shall not be allowed in known natural disaster or hazards areas without appropriate safeguards.
3. Land shown on the Buildable Lands Inventory with slopes of 25% or greater shall be considered unbuildable for purposes of calculating residential density. Limited development may be permitted consistent with the recommendations of a professional geologist.
4. Land within the 100-year floodplain shall be considered unbuildable for purposes of calculating residential density, and unsuitable for purposes of meeting employment needs. Limited development may be permitted consistent with the City's floodplain regulations.
5. The City of Molalla and Clackamas County have completed an emergency network plan and shall continue to work cooperatively with Clackamas County.

## GOAL 8: RECREATIONAL NEEDS

The purpose of Statewide Planning Goal 8 is:

*To satisfy the recreational needs of the citizens of the state and visitors.*

### *Background*

As of 2006, the City of Molalla owns 76 acres of park land, including eight parks and a variety of public and private recreational sites and facilities, both inside and outside of the 2006 UGB. The City's recreational facilities help define the "livability" of the community.

### **Public Parks**

The following public parks are located within and near the 2006 Molalla UGB:

- **Clark Park** is 10.15 acres in size and lies in the northeastern portion of the City. This park has one softball field and a grove of trees that contains a play structure as well as benches and barbecue areas, restrooms, covered picnic area, and concession stands. This area lies directly west of the Molalla Buckeroo Grounds. The high school uses these fields for school sports during the school year.
- **Oddfellows Park** is .05 acres in size and lies in the downtown area. This small pocket park has a few benches and a mural.
- **Ivor Davies Park** is 38 acres in size and is located south of 8th street along Mathias Road. This park is currently outside the urban growth boundary. This park has been modified to include a walking trail, which ties into 5th Street. This park's natural setting with a large pond lying within it makes this park a nice area for picnics and family gatherings giving the feel of a natural area.
- **Molalla Aquatic Center** is located directly across the street from the Molalla High School on Frances Street. The aquatic center is owned by the Molalla River School District and leased to the City of Molalla who will operate the facility for the next fifty (50) years.
- **Fox Park** is nearly a half (½) acre in size. This park lies next to the Molalla Library on the corner of 5th Street and South Molalla Avenue. The Molalla High School was located at this site until an earthquake destroyed most of the building in the early 1990's. Fox Park contains a massive play structure for kids, numerous picnic tables, and a large open grass area. The City recently completed construction of a water feature and a half court basketball court in the park.
- **Long Park** is nearly one-half acre in size. Long Park lies in the downtown section of Molalla near the Molalla Fire Department near North Molalla Avenue and Robbins Street. This park is the City's oldest park. There is a large play structure with numerous picnic tables and a gazebo, which is fully wired for electronic equipment, wood art, and restrooms.
- **Skateboard Park** is nearly a quarter acre in size and contains a skateboarding facility. This park is located just north of Ross Street on Kennel.
- **Bohlander Field** is 17 and a quarter acres in size. This park is located directly across from the Molalla Buckeroo Grounds on Shirley Street. There are plans for a sports complex on this site including softball fields, basketball courts, soccer fields, football fields, and volleyball pits.
- **Sheets Field** is 3.5 acres in size. This park is located directly north of the City shops. This park has a highly respected BMX track, which has recently been expanded. Each year this track is

heavily used during the spring, summer and fall. There is also a small baseball/softball field located on this property. This field is too small to hold older youth or adult games on but is perfect for the younger children to play on.

- **Feyrer Park** is located on the Molalla River approximately two (2) miles from the City outside of the Urban Growth Boundary. Feyrer Park is heavily used during summer months and provides a baseball diamond, horseshoe pitch, covered and uncovered picnic areas, and swimming.

### **Golf Courses**

The Molalla area has two golf courses:

- **Arrowhead Golf Course** is located approximately three miles north of Molalla at Liberal. A private eighteen-hole course, clubhouse, and a public restaurant are included in the existing facilities.
- **Ranch Hills** is a public golf course located approximately six miles to the north in Mulino – just off of Highway 213.

### **Buckeroo Stadium**

The Molalla Buckeroo Stadium is located in the eastern section of Molalla and is owned and operated by the Molalla Buckeroo Association. The facility, which is situated on approximately 28 acres of land, has a seating capacity of 6,000 people. The Buckeroo committee is continually seeking additional events.

### **Molalla Senior Center**

The City owned Adult Center is located at 315 Kennel Avenue, in the rear portion of Long Park. The center provides a wide range of recreational activities for Molalla area seniors.

### **Other Recreational Facilities**

Molalla is center to a great deal of recreational facilities. Within a few miles of Molalla there are secluded and up to date camping facilities, recreational lodging, trails, waterways, hunting, angling, winter sports, and mineral resource facilities. Molalla boasts diversified recreational activities. The City shall work to be host to more events that tie all the recreation activities of the area to the City.

- **Skydive Oregon:** Skydive Oregon is a popular skydive stop in Oregon. During spring, summer, and fall months Molalla skies are lit up with skydivers bright colorful parachutes throughout the area. Skydive Oregon has become a well known skydive area.
- **Mulino Airport:** The Port of Portland owns Mulino Airport. Currently there are flying classes and lessons taught here. The Port of Portland has identified a future desire for expansion.
- **Molalla River:** Numerous recreational activities involve the Molalla River, including fishing, hunting, site seeing, swimming, kayaking, walking, biking, and horse back riding.

### **Molalla School District**

The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Molalla Youth Services and a variety of non-profit organizations provide sports programming. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities. As the City continues to grow, additional facilities and services will need to be developed. Coordination with the school district will allow a shared use of facilities provides opportunities for the recreational opportunities of the City.

## Park and Recreation Land Needs

As seen in the Park and Recreation Policies below, the Molalla Comprehensive Plan provides a standard of 1.25 acres of park per 100 persons. Of this need, 0.25 acres per 100 are intended to be natural areas or trail systems – typically located in unbuildable areas. The remaining 1.0 acres per 100 ~~population-persons~~ are allocated to developed parks. This 1.0 acres per 100 population ~~-ratio~~ determines future park needs on *buildable* land, however the overall standard remains 1.25 acres per 100 persons.

Using the Comprehensive Plan’s ratio of 10 acres of park per 1,000 population, we can determine future park needs. Molalla currently has 36 acres of park or open space land. To serve its existing population, Molalla would need 76 acres, or an additional 40 acres for park lands.

Table 8-1 below includes the 40-acre existing park needs, identified in the draft Molalla Parks, Recreation, and Trails Master Plan (2007), and expands the park needs based on projected 2030 population increase under the “safe harbor” provision. and 2030-2060 population increases. Total 2030 park needs are estimated to be about 69—70 acres. The Molalla Parks, Recreation, and Trails Master Plan (2007) will ~~is~~ in the process of being ~~need to be~~ revised to reflect the “safe harbor” population projections.

~~, while 2030-2060 park needs total about 143 acres. This results in a total need for 212 acres for park land from 2010 to 2060.~~

Table 8-1: Park Needs by Population Increase

<u>Year</u>	<u>Total Population</u>	<u>Net Population Increase</u>	<u>Needed Park Acres</u>
<u>2010</u>	<u>8,108</u>	<u>--</u>	<u>40.0</u>
<u>2030</u>	<u>11,102</u>	<u>2,994</u>	<u>29.9</u>
<u>Total Park Needs 2010-2030</u>			<u>69.9</u>
<u>Year</u>	<u>Population Increase</u>	<u>Park Acreage Need</u>	
<u>2030</u>	<u>2,942</u>	<u>69</u>	
<u>2030—2060</u>	<u>14,297</u>	<u>143</u>	
<u>2010-2060</u>	<u>17,239</u>	<u>212</u>	

## Park and Recreation Goals and Policies

### Park and Recreation Goal

*To develop, acquire, and maintain a balance of recreation opportunities and open spaces in order to improve the livability within the urban growth boundary.*

## Park and Recreation Policies

The *Molalla Parks, ~~and~~ Recreation, and Trails Master Plan* (2007) includes policy direction, maps and standards related to the acquisition and development of park and recreational facilities. The following policies also shall be considered when making land use decisions regarding park development.

1. The *Molalla Parks, ~~and~~ Recreation, and Trails Master Plan* shall ensure an adequate system of public parks, recreational facilities and pedestrian, bicycle, and equestrian trails that meet the needs of existing and future Molalla residents.
2. The City shall provide adequate park space in Molalla in order to enhance Molalla's character as a recreation community as well as keeping the sense of a small town. The City shall maintain a standard providing 1.25 acres of park space per one hundred (100) people.
  - 2.1. Developers shall meet the City standards of 1.25 acres of park per one hundred (100) people.
  - 2.2. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvements of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.
  - 2.3. The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.
3. The City shall provide for a safe park system by providing:
  - 3.1. Fences or other appropriate safety features in recreational areas that are near highways or other conditions which could be potentially hazardous, and locate parklands away from such areas whenever possible.
  - 3.2. Safe and convenient access to Park and recreation facilities is an important factor in a successful park system.
  - 3.3. A natural setting while making safety a priority for all parks and open space areas.
  - 3.4. Site development buffering between any residential land use and park or activity using open space wherever possible.
  - 3.5. Preserving trees where feasible when designing parks.
4. The City shall work the Molalla Buckeroo to enhance Molalla's recreational activities and encourage the Buckeroo as an event center for Molalla by:
  - 4.1. Coordinating with the Molalla Buckeroo Association for public use of the Buckeroo Grounds.
  - 4.2. Incorporating the Buckeroo grounds into the City's recreation plan.
  - 4.3. Coordinating with the Molalla Buckeroo Association to upgrade and update the Buckeroo event center.
- ~~5. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvement of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.~~
- ~~6.5.~~ The City shall work to use the resources of its surrounding areas in determining additional recreational needs above and beyond those normally associated with cities by designating the City as a recreational community and implement policies to support this designation. The City shall work on an Inter-Governmental Agreement (IGA) with Clackamas County and the State of Oregon to implement this goal.
- ~~7.6.~~ The City shall periodically review the condition, quantity and service levels of existing park and recreational facilities by updating the *Molalla Park and Recreational Plan*.
- ~~8.7.~~ The Molalla Urban Growth Boundary park system should enhance the livability in the Molalla UGB by:
  - ~~8.1.7.1.~~ Providing quality natural areas, and recreation sites for passive and active recreation through public and private parkland throughout the community.
  - ~~8.2.7.2.~~ Establishing a system of inter-connected trails.



~~8.3.7.3.~~ Coordinating the development of future park sites with school sites to serve the expanding urban area population.

~~8.4.7.4.~~ Promoting and encouraging a physically fit and healthy community.

~~9.8.~~ The following Park and Recreation policies are further supported by policies in the Land Use and Comprehensive Plan:

~~9.1.8.1.~~ Developing parks and open spaces where the land and surrounding development make it least suited for intensive development.

~~9.2.8.2.~~ Developing an extensive system of trails along stream courses and power line easements.

~~9.3.8.3.~~ Encouraging early acquisition of recreation sites to protect these sites from development and to reduce the public cost of acquiring the land.

~~9.4.8.4.~~ Encouraging commercial recreation lands carefully sited within, or adjacent to, other uses.

~~10.9.~~ The City shall develop a capital improvements program for parks and recreation facilities with adequate funding shared by new development and the community.

~~11.10.~~ The City shall coordinate with the private sector for use of certain lands, other than forest or agricultural lands, that are currently undeveloped and which would be better left in their natural state.

~~12.11.~~ The City shall coordinate with the Molalla School District regarding the siting and use of City and District facilities.

~~13.12.~~ Certain private recreational uses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.

~~14.13.~~ Schools and parks should be distributed throughout the residential areas of the community and dwelling units in the area should be within reasonable distance of the outdoor facilities of a school or a park.

~~15.14.~~ New concepts of mixing public recreational activities with revenue-generating commercial uses, such as recreation equipment rentals or concession activities, should be explored in order to help finance recreation programming, park acquisition and maintenance.

~~16.15.~~ At the time of trail design, conceptual trail alignments may be modified to address environmental and topographic constraints, and to provide safe bicycle and pedestrian connections and crossings of state highways and city streets consistent with the requirements of the road authority.

## **PART III: COMMUNITY DEVELOPMENT & LIVABILITY**

Part III addresses community employment, housing and livability needs – consistent with Molalla’s vision of a recreation community.

- Industrial development is a primary concern in Molalla’s growth. Industrial development provides the City its economic base. Economic trends have fluctuated significantly, perhaps cyclically, since Molalla was incorporated in 1913. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.
- Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (doctors, lawyers, food, clothing) for local residents and workers. Providing commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for energy, air quality and traffic congestion.
- While commercial and industrial developments are generally associated with economic growth, housing is an important element of the local economy. Housing development provides employment in engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market and business operators.
- Land use compatibility, protection of natural and historic resources, and good urban design are critical to the community’s livability and Molalla’s recreational theme.

## GOAL 9: ECONOMIC DEVELOPMENT

The purpose of Statewide Planning Goal 9 is:

*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

### **Background**

The present industrial pattern in Molalla was established when the City was heavily involved in the timber industry. Molalla has changed from a town relying solely on the timber industry. Nearly all of the industrial development outside of the City limits but within the Urban Growth Boundary lies to the west along Highway 211 and 213. Crawford Logging Co. is located in the same general vicinity on the south side of Highway 211. I.T.C., a steel fabrication plant, is situated on Highway 213 a short distance south of the 211 intersections.

### **Economic Opportunities Analysis and Employment Land Needs**

In 2004, the City of Molalla contracted H.D. Hovee and Company (Hovee) to prepare an economic analysis and strategic plan in order to meet Statewide Planning Goal 9 (Employment) requirements, and for use in determining 20-year employment (industrial and commercial) land needs. The *Molalla Economic Profile* (Hovee, 2004) provides 20-year population and employment projections, an assessment of employment trends, and a commercial and industrial land demand analysis. The Economic Profile notes:

“The approach taken in this analysis to Molalla’s future employment is based upon the city’s policy objective to improve its jobs-housing balance and regain its status as a somewhat independent economic region rather than a bedroom community serving employers elsewhere in the region. This employment projection is therefore appropriately termed as a policy projection rather than a market-based forecast. It is recognized that this policy projection is more aggressive than Metro’s preliminary jobs forecast for the Molalla area. Molalla’s employment policy projection is based upon a 2025 jobs-housing target of 1.6 jobs per housing unit, equivalent to the jobs-housing balance of the entire metropolitan region as of 2002. *This recommended jobs-housing target represents a significant increase from Molalla’s current jobs housing balance, but would be roughly half of the community’s peak jobs to housing ratio experienced in the mid 90s.*” (Pages 11-12)

The Goal 9 (Economy) administrative rule provides guidance to local governments regarding the preparation of economic plans (OAR Chapter 660, Division 009). OAR 660-009-0025(1) states that:

“...the plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.”

Molalla’s long-term objectives, as expressed in its Comprehensive Plan, are to continue to increase its employment/population ratio while fostering a strong traded-sector “industrial” job base. The 2009 *Employment Land Needs Analysis*:

- builds on the analysis provided in the *Molalla Economic Profile (2004)*;
- extends the 20-year planning period from 2025 to 2030;
- adjusts projected population to reflect “safe harbor” population growth through 2030; and
- identifies and projects site requirements of firms that are likely to locate in Molalla over the next 20 years; ~~but~~
- ~~estimates 2010-2060 employment developable land need based on projected population and employee/acre ratios.~~

~~Since Goal 9 based site needs may be inapplicable to the establishment of the URA, and Molalla is proposing to establish its URA prior to expanding its UGB to meet 20-year need, the revised- The 2009 Employment Land Needs Analysis relies on a simple employee/acre employment land need projection for the 2010-2030 timeframe.~~

As shown in Table 9-1, applying the employee/acre ratios used in the Hovee analysis to the safe harbor 2030 population results in a year 2030 employment land need of 281 *net* developable acres for 3,289 new employees. This is slightly lower than the acreage indicated by the site needs methodology.<sup>4</sup>

**Table 9-1: 2010-2030 Net Employment Land Needs**

<b>Factors</b>	
<u>2010 Employment (Est)</u>	<u>2,645</u>
<u>2030 Employment</u>	<u>6,255</u>
<u>Projected 2010-2030 Employment Growth</u>	<u>3,610</u>
<u>2030 Commercial %</u>	<u>68%</u>
<u>2030 Industrial %</u>	<u>32%</u>
<u>2030 Commercial Employees/Acre</u>	<u>15</u>
<u>2030 Industrial Employees/Acre</u>	<u>8</u>
<u>2010-2030 Commercial Employees</u>	<u>2,455</u>
<u>2010-2030 Industrial Employees</u>	<u>1,155</u>
<u>2010-2030 Commercial Land Need</u>	<u>164</u>
<u>2010-2030 Industrial Land Need</u>	<u>144</u>
<b><u>2010-2030 Total Employment Land Need</u></b>	<b><u>308</u></b>

<sup>4</sup> Should Molalla propose a UGB expansion, the City believes that the site needs approach will better comply with Goal 9, the Goal 9 Rule and ORS 197.712. ~~However, until such time as state law changes to allow Molalla to plan based on its actual population growth rates or Clackamas County adopts a coordinated population projection, Molalla will not conduct any further analysis of its UGB.~~

<b>Factors</b>	
2010 Employment (Est)	2,645
2030 Employment	5,934
Projected 2010-2030 Employment Growth	3,289
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
<del>2030 Industrial Employees / Acre</del>	<del>8</del>
2010-2030 Commercial Employees	2,223
20310-2030 Industrial Employees	1,065
2010-2030 Commercial Land Need	148
2010-2030 Industrial Land Need	133
<b>2010-2030 Total Employment Land Need</b>	<b>281</b>

Source: Hovee and Winterbrook Planning, 2009

~~Table 9-2 projects employment land needs in the 2030-2060 timeframe. As noted earlier, this analysis simply maintains the projected 2030 population/employment ratio of 1.8 population per employee (1.6 employees/household), and the 2030 commercial/industrial ratio (68%/32%) for the URA timeframe. Increasing employee / acre assumptions would decrease projected land need. As shown in Table 9-2, the 2009 Employment Land Needs Analysis projects a net buildable land need of 689 acres for new employment in the 2030-2060 timeframe.~~

**Table 9-2: 2030-2060 Net Employment Land Needs**

Factors	Totals
2030 Employment	5,934
2030 Population	10,532
Population / Employee Ratio, 2030	1.8
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
<del>2060 Population</del>	<del>24,820</del>
2060 Employment @ 2030 Ratio	13,988
2030-2060 Additional Employees	8,055
2030-2060 Commercial Employees	5,445
2030-2060 Industrial Employees	2,609
2030-2060 Commercial Land Need	363
2030-2060 Industrial Land Need	326
<b>2030-2060 Total Employment Land Need</b>	<b>689</b>

Source: Winterbrook Planning, 2009

Employment land generally requires some additional right of way dedication. Winterbrook assumed a 15% net to gross conversion. The conclusion of the 2009 *Employment Land Needs Analysis* is summarized in Table 9-3 below. The City of Molalla will need a total of 904 gross developable acres to meet 2010-2060 URA employment land needs.

**Table 9-3: 2030 and 2030-2060 Gross Land Need and Supply\***

Year	Employment Land Need	Employment Land Supply	Acres Surplus (Deficit)
2010-2030	324	212	(112)
2030-2060	793		(793)
<b>2010-2060 Total</b>	<b>1,116</b>	<b>212</b>	<b>(904)</b>

Source: Winterbrook Planning

\*Gross developable acres

## **Economic Development Goals and Policies**

This section states Molalla's overall economic development objectives, and is followed by more specific goals and policies related to:

- The Central Business District and Community Planning Areas;
- Commercial Development; and

- Industrial Development.

In 2005, the City conducted an “Economic Opportunities Analysis” (Eric Hovee Associates) that projected employment growth over the 20-year planning period. In 2007, the City considered the site requirements of targeted employers as required by the Goal 9 Administrative Rule (OAR Chapter 660, Division 009), and identified land that will be serviced and available over the next five years to accommodate Molalla’s short-term employment needs. If Molalla is to become economically independent from surrounding cities, then sufficient land must be designated industrial in other parts of the Molalla Planning Area and sufficient public facilities and services made available to attract industry and allow for the development of efficient industrial land use patterns.

## Economic Development Goal

*To expand the economic base to increase the economic independence of the area – through expansion and retention of existing businesses and recruitment of new businesses.*

## Economic Development Policies

The following general policies are related to all types of existing and planned employment in Molalla:

1. Encourage the siting and growth of employers which pay family wages as identified in Molalla Economic Opportunities Analysis (EOA).
2. Designate adequate suitable land with site size and locational characteristics required by targeted employment as set forth in the Economic Opportunities Analysis (EOA).
3. Identify industrial sites that are immediately available and serviceable for industrial development consistent with the Goal 9 rule. Request Oregon Economic and Community Development Department (OECD) certification for “shovel ready” industrial sites pursuant to Executive Order 03-02.
4. Ensure Molalla’s planning area contains adequate amounts of industrial and commercial lands for projected growth.
5. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2030.
6. The UGB shall be expanded to ensure adequate lands for commercial and industrial development through 2030.
7. Coordinate with property owners to retain large commercial and industrial sites identified in the EOA for their intended commercial and industrial uses through zoning and master planning.
8. Actively support redevelopment efforts for under-utilized commercial and industrial sites within Molalla UGB.
9. Protect large redevelopment sites for their intended uses as identified in the EOA.
10. Commercial and services uses in the City’s industrial zones should be limited to small-scale retail and service uses that cater primarily to local area employees and customers.
11. Protect identified commercial and industrial sites within the Urban Reserve Area for future employment use. The City of Molalla shall encourage commercial and industrial development. More jobs can be created causing less reliance on the automobile for travel away from the City.
12. The City shall strive to reduce the home to work distance by encouraging industrial and commercial development thus reducing the dependency on the auto saving energy.

13. The city shall establish and maintain an inventory of industrial and commercial land of a quantity and quality to attract industry to the City of Molalla. The City of Molalla shall maintain a five-year supply of vacant and serviced industrial land to comply with the Goal 9 Administrative Rule.
14. Continue to work with the Oregon Department of Economic Development in seeking new commercial and industrial development.
15. The City shall work with the Port of Portland to assist in industrial development strategies.
16. The City shall ensure adequate amounts of suitable lands for the business community to thrive.
17. The City shall make every effort possible to work with interested businesses to draw them to the community.
18. In the process of administering the City's Comprehensive Plan, careful consideration will be given to the economic impacts of proposed policies, programs and regulations. Efforts will be made to simplify and streamline the planning and zoning review process while maintaining the quality of development to improve the economic base of the community.
19. The City shall encourage businesses that support the recreation concept and encourage all businesses to provide a choice of goods and services to the community.
20. The City shall encourage business to locate or relocate to Molalla to provide for the needs of the community.
21. The City shall provide a safe convenient and attractive place to live to draw small business to the community.
22. Diversify and improve industry in the State of Oregon, Clackamas County, and the City of Molalla in order to insure the lack of dependence upon any single industry.
23. Expand, improve and diversify the economy of the Molalla Urban Growth Boundary area by encouraging home occupations while maintaining Molalla's quality of life.
  - 23.1 The City shall work with existing businesses and encourage businesses to come to Molalla to provide family wage jobs thus creating a diverse economy and reduce energy consequences.
  - 23.2 The City shall work with these businesses to draw them to the community thus reducing the number of people leaving the community for such such jobs by travel.
  - 23.3 The City shall work to retain and pursue opportunities to draw businesses to the City and ensure businesses remain in the City and shall work with interested businesses to encourage moving to Molalla.
24. Move industrial lands away from Molalla's Central Business District and focus them in areas where Highway access is appropriate.
25. The City should give a high priority to extending and improving the infrastructure needed for economic development
26. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Molalla Urban Growth Boundary.
  - 26.1. The City of Molalla shall ~~enter into an review and revise as necessary and appropriate the existing~~ Inter-Governmental Agreement with Clackamas County ~~clearly stating the respective roles of the City and Clackamas County within the Molalla Planning Area. This agreement shall be adopted and revised as needed.~~
  - 26.2. The IGA shall address the concept of a recreation community in that the City shall have input on decisions that may affect the theme of Molalla such as: camping facilities, river rafting facilities, fishing and hunting lodges, resorts or any facility that will have an impact on the safety and livability of the City.



## **Central Business District & Community Planning Areas**

The Central Business District (CBD) and potential Community Planning Areas (CPA) provide for mixed retail, service and residential uses with a strong pedestrian orientation and respect for Molalla's history.

The Central Business District (downtown area) is located in approximately a twelve square block area divided by state Highway 211 running east and west, and by Molalla Avenue running north and south. The area is bound on the east, north and south by residences, and to the west by a large industrial complex. The CBD has seen rapid decrease in shopping since the construction of a large-scale shopping center at the junction of Highway 211 and Highway 213. For this reason the City has developed with this Comprehensive Plan the tools to provide the necessary elements to help the CBD to thrive. The CBD consists of small shops offering a variety of merchandise and unique shopping experiences. The CBD makeup includes uses such as office, theatres, restaurants, bicycle sales and repair, sports related activities and stores, fly tying shops, gun shops, boat sales, and repair activities. These shops should enhance the City's concept as a "Recreational Community".

Many of the older buildings have undergone an exterior and interior upgrading which has done much in improving the overall appearance of the core area. Much of the "facelift" of the older commercial structures as well as the new construction has been voluntarily done in theme lending itself to the old west. There is broad community support for the continuation of remodeling and new construction as indicated by letters from various community organizations and the City's desire to become a recreational center.

The largest negative we have in the CBD is the number of blank windows in the downtown. The City shall seek options to lessen the impact of the vacant windows in the downtown buildings. Many new stores and buildings have been placed in the CBD and a great deal of redevelopment and remodeling has occurred, while maintaining the historic feel of older buildings.

Parking is a big concern for the CBD. As the vacancy rate goes down a need for additional parking becomes evident. The City is working on new ways to increase the amount of signage showing additional downtown parking as well as searching for ways to provide additional parking areas. The City is currently seeking funding for a downtown revitalization plan. This plan will give the City the ability to identify potential downtown parking areas.

The Community Planning Area concept was originally intended to apply to the Timber Town Community Planning Area. However, recent discoveries of potential contamination on the site make it unlikely that portions of this area can be used for residential purposes. However, the goal and policy framework for potential future CPAs are outlined below.

### **Downtown Development Goal**

*To protect and insure the permanency of the Central Business District (CBD) as a vital economic base and to maximize customer access and exposure, and convenience.*

### **Downtown Development and Policies**

The *Molalla Downtown Plan* (Cogan Owens Cogan, 2007) includes detailed policies and implementation measures to revitalize the Central Business District (CBD). The following policies apply in conjunction with Downtown Plan policies when making land use decisions in the CBD.

1. Within the CBD alleyways should be maintained and used as pedestrian walkways, for rear entrance delivery and/or customer access.
2. Downtown commercial development shall be encouraged through the reduction of truck traffic through the downtown core area.
3. Bicycle and pedestrian access to the CBD from the surrounding areas should be improved.
  - 3.1. Secure and safe bike storage areas should be considered.
  - 3.2. Sidewalk and street activity that will stimulate pedestrian traffic should be encouraged.
4. The City shall consider incentives to preserve historically significant buildings in the Downtown Core.
5. Commercial development should be based on the following goals, guidelines and principles:
  - 5.1. Separation of pedestrian and through motor vehicle traffic.
  - 5.2. Grouping of retail opportunities conducive to pedestrian shopping movement.
  - 5.3. Convenient, identifiable and accessible parking.
  - 5.4. By-pass industrial traffic around commercial areas, particularly the CBD.
  - 5.5. Improve CBD shopping environment and amenities.
  - 5.6. Provide for CBD growth needs.
6. The look and feel of the CBD commercial area shall be protected and maintained by encouraging CBD compatible businesses as defined below to locate or expand within or adjacent to that area identified as the CBD.
7. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas. Encourage and identify new businesses that enhance the Central Business District.
8. The central business district shall provide a variety of services; cultural, recreational, social, professional and governmental activities that deal with the history of Molalla.
9. The City shall encourage new businesses to promote the City's theme, services of all types, medical and dental offices, federal, state, and city offices to enhance the CBD of Molalla.
10. Through the Molalla Municipal Code the City shall place specific criteria upon new development and redevelopment in the CBD, which matches the style found in the early 1900s.
11. The CBD shall have adequate parking that is well lit and attractive. Parking lots shall match the theme of Molalla. The City shall encourage unique shops and restaurants into the CBD.
12. Kiosks should be encouraged in the downtown area to increase shopping convenience and public awareness of downtown facilities and services.

## **Community Planning Area Goal**

*Provide for higher density mixed-use development within designated community planning areas.*

## **Community Planning Area Policies**

1. The Community Planning Area (CPA) designation may be applied to create pedestrian-oriented, mixed use centers near the Central Business District.
2. CPA plan designations shall be implemented through the establishment of a zoning district that includes the following:

- 2.1. Provisions that reduce off-street parking requirements;
  - 2.2. Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian not excluding the automobile;
  - 2.3. Concentration of housing near the downtown where all sorts of services are available;
  - 2.4. Provisions for public and private amenities (including parks, plazas, and other facilities to support the higher densities and mixed use development);
  - 2.5. A multi-modal circulation system that links uses of bus, bicycle, carpool/vanpool, and shuttle services with pedestrians; design review standards.
3. A wide range of housing types shall be authorized within CPA, including but not limited to small lot single-family residential detached, attached single-family residential, townhouses or row houses, ancillary dwelling units, garden apartments, mid-rise apartments, high density apartments, student housing, senior housing, and housing above retail and office space
  4. Those areas included in the a CPA shall transition the type and density of new housing to be compatible with the established area at such time one is developed.
  5. Future population expansions shall include additional community planning area zones to maximize densities while providing the public with unique concepts.
  6. CPA are intended to preserve and enhance the historic, open space, and architecture qualities of the historic nature of the area. In addition to general standards in the zoning ordinance, all development within CPA shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area.
  7. The development of housing shall allow for the retention of lands for open space and recreation within the planning area, encourage the preservation of trees within developments where possible, and be consistent with goals and policies of this Plan.
  8. Industrial uses shall be moved, when feasible, from this area to the southwest section of the City.

### **Small Scale Mixed Use Development**

1. In addition to larger-scale CPAs, the City shall incorporate minor commercial activities to reduce energy and enhance Molalla's quality of life.
2. Minor commercial activities, which are compatible with residential uses, shall be dispersed throughout the planning area to serve the public and conserve energy resources.
3. Minor commercial activities shall be reviewed by the Planning Department to ensure the integrity of the residential zone is not impaired.

### **Commercial Development**

The Comprehensive Plan Map indicates where commercial development will be encouraged. Commercial areas are planned to allow for the optimum utilization of the land to provide retail and service business to the community. ~~The City moved away from its two original commercial zonings of the first comprehensive plan and has chosen to completely redesign the commercial areas and provide a third commercial zoning district. These zones will help to utilize Molalla's central location to Woodburn, Canby, Silverton, Oregon City, Portland, Salem, and Estacada.~~

Population projections for the study area indicate an increase of nearly 3,000 residents by the year 2030. In order to meet the demands created by this increase in population, the City must designate additional land for commercial use. A number of businesses have recently developed in the City, adding to the

economic base. This commercial base has enough capacity to serve some of the increase in population. However, the amount of population increase expected over the next 20 years will require additional land for commercial development.

The variety of commercial establishments and services, which serve the community, should be expanded to provide a wider range of facilities for the convenience of the residents and the benefit of the community at large. The Molalla business district at the junction of Molalla Avenue and Main Street is becoming a traffic-congested area. With the additional truck traffic this intersection will only get worse in the future. Ffor the Central Business District to survive an alternate route for truck traffic needs to be opened. The Transportation Systems Plan identifies the Molalla Forest Road as a by pass road the City shall work on this. Additional suitable commercial land must be provided to allow for commercial expansion.

## Commercial Districts

The Comprehensive Plan looked at the different sections of town outside the CBD and potential CPAs to create ways to provide auto-oriented commercial services to the community:

- **Highway Commercial Overlay:** Commercial development in this section should be anchored by a few major department and grocery stores.
- **General Commercial District:** This commercial section should offer a variety of uses filling the gap between Highway Commercial and the Central Business District.

## Commercial Zoning Designations

The Comprehensive Plan Map indicates where commercial development will be encouraged. Commercial designations are implemented with the Central Commercial (C-1) and General Commercial (C-2) zones.:

- **Central Commercial (C-1):** Central Commercial (C-1) areas are designated to provide principle shopping, business and transportation to the community and its trade area. This district allows for a broad range of uses in keeping with Molalla's historic commercial area.
- **General Commercial (C-2):** General Commercial (C-2) areas are designated provide those types of retail, wholesale, transportation and service uses which, because of traffic, size and other requirements, depend upon particular locations to servie the needs of the community and its trade area.

## Commercial Development Goal

*Develop an attractive and economically sound community.*

## Commercial Development Policies

Molalla must provide commercial land to serve its growing population, without taking business away from the CBD or planned CPAs. Thus, the location and design of commercial areas should be given very careful consideration. Commercial developments occur at points of maximum traffic movement and directly affect the visual quality of the community. If Molalla is to retain its image of a thriving recreational community and desirable place to live, its commercial areas must be well-designed and inviting.

1. The Molalla planning area shall contain adequate suitable sites for commercial use. Sufficient vacant commercial lands with a diversity of sizes, types, and service levels for future commercial uses shall be designated on the comprehensive plan/zoning map.
2. The City shall develop and apply design standards relating to appearance and neighborhood compatibility.
3. Large retail development shall comply with design standards relating to appearance, functionality, and neighborhood compatibility.
4. The City will continue to support a cooperative and active working relationship with the business community through the Chamber of Commerce as well as those businesses that are not members of the Chamber of Commerce and will seek their input when making decisions having economic impacts on the business community.
5. As existing businesses are renovated and new ones are constructed, the City will require high standards of compatibility with surrounding development, landscaping, architecture and signage. The ability of a site to function properly in relation to the surrounding area will be emphasized.
6. The City shall assure efficient development of land consistent and compatible with the community's needs and resources.
7. The City is designating itself a recreational community and shall ensure adequate parks and opportunity for a host of recreational activities to encourage business supporting the recreational activities. This shall be in addition to the City supporting a wide range of other business opportunities which will provide for the needs of the citizenry.
8. The City shall work cooperatively with commercial development to ensure that City park needs are met, either through dedication or SDCs.
9. Major commercial activities shall be concentrated in areas receiving a high volume of traffic in order to minimize auto use and conserve energy resources. Commercial land shall be designated in a manner, which locates high volume trade activities near major roads, group a variety of medical facilities and services near hospitals, and group professional and governmental facilities near the downtown area and major commercial locations.
10. Inefficient strip development patterns that increase congestion and therefore waste energy resources shall be avoided.
11. Provide for additional land needed for commercial expansion to serve the projected population growth and to insure choice in the market place while also encouraging private revitalization of existing commercial structures.
12. Encourage a rate of commercial development consistent with serving the needs of residents of the City, adjacent rural and agricultural lands.
13. Provide an atmosphere that is inviting to potential businesses. Provide an inviting atmosphere for prospective businesses while maintaining the City's feel and desire to maintain a rural community feeling.

- 14.1 Through the code incorporate language that invites development yet protects the City's atmosphere.
14. Provide buffers between industrial uses and maintaining uses for the benefit of all concerned.
15. Commercial development adjacent to arterial streets and highways shall be subject to access restrictions.
16. C-3 commercial development shall be encouraged to provide service access roads, which feed into arterial and collector streets at designated points.
17. Sign standards shall be designed to enhance the appearance of the City and provide for the advertising needs of the business community.
- 17.1. Signs shall serve as a marker for businesses.
- 17.2. Signs shall not become the focal point of the City.
- 17.3. Signs shall not occupy any portion of the right-of-way.
18. Shopping centers shall be attractive and pedestrian oriented.
- 18.1. Retail shopping centers should be safe, comfortable and attractive environments, with convenient access, and designed for the safe and convenient movement of pedestrians and other non-auto transportation.
- 18.2. The Molalla Municipal Code shall provide standards for planting trees, plantings in parking lots and around buildings.
- 18.3. The City shall adopt a bicycle, pedestrian, and equestrian plan, which provides safe, convenient, and recreational activities throughout the City.
- 18.4. Shopping centers shall have attractive pedestrian ways with attractive landscaping.
- 18.5. Lighting in the shopping area shall be attractive and allow for safe ingress and egress from the shopping area into the parking lot.
19. A sufficient number of locations should be made available for shopping centers and other commercial activities as the urban area population increases.
- 19.1. Provide adequate lands along major arterials.
20. Commercial establishments shall be well landscaped and maintained and should provide off-street parking for employees, customers and access of delivery of goods.
21. Shopping areas should be pleasant environments to live near and to do business within.
- a. They should not be designed in a manner only to attract attention. Buildings need not be painted in an offensive manner or have obtrusive signs to secure their share of the shopping public. In fact, the reverse trend tends to be the case, with centers providing a pleasant shopping environment often being more prosperous.
- b. Commercial development demands special consideration in terms of traffic. The City must balance the needs of both the commercial and non-commercial sectors of the community in reviewing proposed development and considering the traffic impacts that will result.
- c. All commercial districts are planned in the form of centers or complexes rather than as a strip development along major streets.
- d. The City shall implement Design Review criteria to create a commercial area that is compatible to the area and does not become a focus point of difference to the rest of the City.

## ***Industrial Development***

When discussing the attraction of new industry, it should be pointed out that industry has several criteria on which it bases selection of location. Among these are:

- adequate site size;

- relatively flat topography;
- good access to highways or railroads to facilitate the transporting of raw materials and finished products;
- compatibility with adjacent or nearby residential and commercial development;
- the availability of housing for managers and workers;
- the availability of water and sewer service;
- the availability of utilities such as storm drainage and gas, electricity and telephone; and
- the availability of advanced technology communications infrastructure.

## Industrial Comprehensive Plan Designations and Zoning

The Comprehensive Plan Map indicates where industrial development will be encouraged. Industrial areas are planned for the economic benefit of the City as well as minimize impacts to residential development. The City shall continue to provide enough industrial space to provide for its economic development. The purpose is to provide the City with the optimum chances of providing industrial development. The City will continue to provide a healthy supply of industrial lands for development. Providing light industrial, as a buffer between heavy industrial and commercial or multi-family development is priority. The City by providing a healthy amount of industrial lands is proving its support to bring industrial development to the City of Molalla.

To meet the needs of the present and future residents of Molalla and the surrounding area for industry and to comply with state and local goals and the policies established to implement those goals, the following are established to provide a suitable quantity and quality of land in the most beneficial locations for each industrial development in the City of Molalla.

- **Light Industrial District (M-1):** Light industrial (M-1) areas are designated for non-polluting industries, which are generally compatible with residential and commercial activities. The light industrial concept for future development is envisioned in areas primarily west of the current City limits. Larger parcels have been designated in this location to attract industries that require greater land areas for the operation, or for several industries to cooperatively design an industrial park. The location of the land designated for light industrial use is based on existing industrial uses, proximity to public services, highway access and the goals and policies of the plan to utilize land for industrial use which meets the needs of those industries most likely to locate in Molalla.
- **Heavy Industrial District (M-2):** Heavy Industrial (M-2) uses include manufacturing, fabrication and processing, bulk handling, storage, warehousing and heavy trucking. Most heavy industrial uses are incompatible with residential and commercial uses.

## Industrial Development Goal

*To develop a diverse industrial base offering an increasing number of employment opportunities.*

## Industrial Development Policies

1. The City shall provide suitable industrial sites to maintain and attract a diversified industrial base.
2. It is the policy of the City to provide for developments that, whenever possible, will allow residents of the City of Molalla to work in Molalla and not have to seek employment in other areas.

To accomplish this the City should encourage that there be a healthy job market within the City and enough industrial land is available for industrial growth to accommodate the residential growth expected in the City.

3. Industrial land should be located to take advantage of Highway access or rail transportation that is available to the industrial areas.
4. To minimize impacts on Clackamas County's agricultural land base, Class I agricultural soils shall be preserved outside the UGB. At the same time, it is important that industrial lands be located in relatively flat areas, which have suitable soils and that are free from flooding dangers.
5. The City shall protect industrial lands from being converted to commercial uses by prohibiting or significantly limiting commercial uses in industrial land in the M-1 (Light Industrial) and M-2 (Heavy Industrial) zones.
6. The City shall designate industrial land on the Comprehensive Plan map limiting the impacts to citizens in the community and the Molalla Municipal Code shall establish standards to reduce impacts on other areas.
7. All industries shall meet federal, state and local environmental quality standards.
8. The City shall attract and accommodate both labor intensive and land intensive industrial activities.
  - 8.1. The City shall establish an industrial area that has limited impact on citizens of the community.
9. Ensure Molalla's planning area contains adequate amounts of industrial and commercial lands for projected growth.
10. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2030.
11. The UGB shall be expanded to ensure adequate lands for commercial and industrial development through 2030.
12. Encourage "non-polluting industry" as well as commercial development.
13. Designate large areas of land together for several industries to cooperatively design an industrial park.
14. Maintain a light industrial zone, which eliminates excessive noise, smoke, odor, dust, and gas.
15. The City shall work with existing employers to move industrial development to the southwest section of Molalla. By placing all industrial development in the southwest corner of the City the citizens will have a reduced possibility of odor since the southwest wind blows away from the City.
16. Both residential and industrial development shall be responsible for minimizing impacts in areas where residential uses border industrial.
17. Molalla shall designate industrial land in the southwestern portion of the UGB with a SWIO (Southwest Industrial Overlay) designation. Land within this designation shall be reserved exclusively for industrial uses identified in the *Molalla Economic Profile* and *Employment Site Needs Analysis*, and shall not be converted to another commercial or residential plan designation.
18. Sufficient vacant industrial lands with a diversity of sizes, types, and service levels for future industrial development shall be designated on the comprehensive plan/zoning map.
19. Publicly owned lands shall not be given a competitive advantage over private ownership through governmental land use regulations.
20. Industrial areas should be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary uses and the needs of people working or living in the immediate industrial areas
21. Industrial developments are subject to development standards relating to setbacks, landscaping, signs, exterior lighting, parking, building height, massing and visual impacts, and architectural styles and outside storage.
22. Molalla shall provide a suitable site within its UGB to allow large scale agricultural or nursery processing industries to locate within the City.
23. Industrial areas that are located adjacent to arterial streets or to residential areas should be controlled through site plan review and buffer zones so as to minimize the impact of industrial uses.



24. The industrial park concept is one that the City deems is the most desirable form of industrial development. Whenever possible the industrial park concept will be encouraged in an attractive and functional design. Master planning of industrial areas shall be required prior to annexation of industrial land to the City. Master plans shall reserve parcels of sufficient size to meet the needs of targeted industries identified in the *Employment Site Needs Analysis*.
25. A master development plan shall be approved by the City Council prior to annexation to the City. The master plan shall show how streets, sanitary sewer, water and stormwater services will be sized and located to serve the entire Southwest Industrial Overlay (SWIO) area. The master plan shall show how arterial, collector and local street access will be provided to each lot if land division is proposed. The proposed master plan shall be referred to Clackamas County for comment prior to consideration by the City Council.
26. This SWIO master plan shall demonstrate how sites with the size and access characteristics identified in the *Employment Site Needs Analysis* will be maintained.

## GOAL 10: HOUSING

The purpose of Statewide Planning Goal 10 is:

*To provide for the housing needs of citizens of the state.*

### *Background*

Housing is a basic human need that concerns the entire community. As housing costs increase, satisfying this basic need becomes more difficult. The City of Molalla supports Oregon's housing goal to "encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households."

Molalla has seen unprecedented residential development in the late 1990s through 2008. The rate of residential growth experienced by Molalla between 1996 through 2008 clearly indicates the popularity of this community as a place to live and supports the City's decision to continue and further develop the recreation concept for the City. The proximity to the Molalla River, Mt Hood, the Forest, and the coast benefits the City's decision to support the recreational community concept.

This housing boom has provided a greater variety of housing that meets modern structural, electrical, plumbing, and energy codes. As a result, most of the buildable land supply within the City's urban growth supply had been consumed.

### **2009 Housing Needs Analysis**

The Housing Needs Analysis describes base housing need assumptions, reviews future housing type and density needs, and concludes with recommended dwelling unit types, densities, and plan district allocations. ~~for the UGB and URA timeframes.~~

### **Population Projection**

As explained in Chapter 2, Molalla is using a "safe harbor" population forecast ~~an estimated population that approximates likely safe harbor results~~ provided for by ORS 195.034(2) and OAR 660-024-0030(4) for the 2010-2030 timeframe, resulting in a population estimate of 11,102 ~~0,532~~ for year 2030. ~~When Molalla engages in a full-scale UGB review for Goal 10 compliance, it will need to establish a "coordinated" population projection. Molalla is using conservative trend-based forecast for URA planning in the 2030-2060 timeframe, resulting in a 2060 forecast of 24,829.~~

### **Demographic Trend Analysis**

~~Previous versions of~~ Molalla's *Housing Needs Analysis* ~~reviewed reviews~~ regional and local demographic trends based on Census data, and extrapolated assumptions related to housing needs from those trends as

well as City policy. Preliminary demographic findings showed that Molalla is still a relatively homogeneous community with relatively affordable housing, although this is likely to change somewhat over the next 20 years. Increased employment opportunities, young commuting households, and a growing Hispanic community, are likely push the demand for a broader range of housing.

~~However, while trends and local policy choices are both informative and relevant to housing needs—generally serving as the basis of most Comprehensive Planning for the past 30 years in Oregon—every assumption not explicitly protected by law exposes the City to challenges and timeframe extensions from anyone who does not agree with the end result of the analysis.~~

### ~~Safe Harbor Approach~~

~~In order to provide Molalla with as much security as possible, and waste as little time as possible in an inevitable appeals process, this Housing Needs Analysis will forgo most of the more locally relevant trend and policy based analysis—including the recent U.S. Census—and assumptions in order to use and rely instead on the OAR 660-024-0040 “safe harbors” when possible.~~

~~While the The safe harbors apply only to UGB planning, the safe harbors are intentionally conservative. They were not intended to be used as guidelines or standards and. They may have very little to do with local concerns or objectives, or they may providently coincide. However, using conservative growth assumptions is the only efficient path through a long range planning process for the City of Molalla that has any chance of success.~~

### Housing Need Assumptions

Basic housing land need assumptions include determination of household size and vacancy rate, and establishing a projected density for future residential development. To facilitate this planning process and to provide Molalla with as much security as possible this analysis uses the OAR 660-024-0040 “safe harbors” when possible.

### Household Size

The “safe harbor” provided by OAR 660-024-0040(8)(a) allows that:

“A local government may estimate persons per household for the 20-year planning period using the persons per household for the urban area indicated in the most current data for the urban area published by the U.S. Census Bureau.”

The 2000 Census determined a household size for Molalla of 2.84 persons per household. Therefore, Molalla assumes a household size of 2.84 through 2060 for the purposes of this analysis.

### Vacancy Rate

The “safe harbor” provided by OAR 660-024-0040(8)(e) allows that:

“A local government outside of the Metro boundary may estimate its housing vacancy rate for the 20-year planning period using the vacancy rate in the most current data published by the U.S. Census Bureau for that urban area that includes the local government.”

The 2000 Census determined a vacancy rate for Molalla of 3.9%. Therefore, Molalla assumes a vacancy rate of 3.9% through 2060 for the purposes of this analysis.

## Dwelling Units Projected

Using the projected populations for 2030 ~~and 2060~~ and the assumptions above, projected dwelling units are ~~1,055-1,097~~ for 2030 ~~and 5,128 for 2030-2060~~.

**Table 10-1: Projected Dwelling Units**

Year	2030	2030-2060
Projected Population Increase	<del>2,942- 2,994</del>	<del>14,297</del>
Households @ 2.84 Persons per HH	<del>1,014-1,054</del>	<del>4,928</del>
HHs Including 3.9% Vacancy Rate	<del>1,055-1,097</del>	<del>5,128</del>

## Density

The “safe harbor” provided by OAR 660-024a Table 1 allows a city planning for between 10,001 and 25,000 people to assume an overall density of 7 dwelling units per net buildable acre. Therefore, this analysis assumes an overall density of 7 dwelling units per net buildable acre.

As shown on Table 10-2, Molalla will require ~~151-157~~ net buildable acres to accommodate housing for the estimated 2030 population, ~~and 733 net buildable acres for the 2030-2060 URA timeframe~~.

**Table 10-2: Net Buildable Acres Required for Housing**

Year	2030	2030-2060
Households	<del>1,055-1,097</del>	<del>5,128</del>
Net Density	7	7
Net Buildable Acres Required	<del>151-157</del>	<del>733</del>

## Net to Gross Conversion

According to OAR 660-024-0010, a “Net Buildable Acre” consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.” Molalla assumes a 20% right-of-way factor to account for future streets and roads related to housing development.

As shown on Table 10-3, Molalla will require ~~188-196~~ gross buildable acres to accommodate housing for the estimated 2030 population, ~~and 916 gross buildable acres for the 2030-2060 URA timeframe~~.

**Table 10-3: Gross Acres Required for Housing**

Year	2030	2030-2060
Net Buildable Acres Required	<del>151-157</del>	<del>733</del>
Right of Way Assumption	20%	<del>20%</del>
Gross Buildable Acres Required	<del>188-196</del>	<del>916</del>

## Housing Mix

Molalla intends to use the safe harbor for housing mix provided in OAR 660-024a Table 1 ~~when should~~ it forecasts UGB needs. The relationship between housing mix and zoning changes ~~will would be~~ detailed in any future UGB analysis.

## Housing Goals

*To allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Molalla residents ~~to the year 2030 and beyond.~~*

## Housing Policies

1. Residential development shall consider the physical characteristics of the site by meeting applicable zoning and building code requirements.
2. The City shall adopt clear and objective design standards to ensure that new residential development in existing residential areas is reasonably compatible with surrounding developments with respect to landscaping, massing, architectural styles, lighting, and appearance.
3. To provide greater flexibility and economy of land use, the Zoning Ordinance shall allow variable lot sizes in single-family residential subdivisions.
4. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
5. As set forth in the City's Housing Needs Analysis, a variety of housing types shall be encouraged throughout the planning area for households of all incomes levels, ages and living patterns. Such housing should include but not be limited to:
  - 5.1. large and small lot single-family residences;
  - 5.2. accessory dwellings;
  - 5.3. duplexes;
  - 5.4. multiple-family housing (including for-rent apartments and for-sale condominiums);
  - 5.5. attached single-family residences; and
  - 5.6. manufactured dwellings in parks and on individual lots.
6. Specific locations for each type of housing shall be consistent with the comprehensive plan and development code.
7. The City shall work with the private sector and non-profit housing development to encourage housing at various prices and rents in order to maximize housing choices of the public.
8. The development of low- to moderate-income housing is appropriate throughout the planning area and shall be of a design and construction consistent with policy of this Section.
  - 8.1. Such housing shall not be so concentrated as to create a recognizable or exclusively low-income district.
  - 8.2. The City and County should encourage government assisted housing to be located at a variety of locations within the UGB.
9. The development of mid-rise housing (up to 3 1/2 stories) is appropriate near the downtown area, in Community Planning Area Districts, and in other designated areas adjacent to arterial streets that are transit trunk routes. Such developments shall be subject to special planning and development review or meet specific Community Planning Area design and development standards.
10. Housing for the elderly shall be encouraged.
  - 10.1. The livability of these developments shall be a prime concern in the review process.

- 10.2. Large-scale developments for the elderly would be most appropriately located near the City core area for shopping, public transportation, medical and other similar facilities.
- 10.3. Alternative housing options, such as cooperative housing with common facilities, shall be allowed outright in medium or high density areas and as a conditional use in low density areas as outlined in the Zoning Ordinance.
11. Higher-end housing opportunities shall also be encouraged, especially in areas with view and natural amenities.
12. The City shall review housing needs and projections periodically and make necessary revisions during the major revision process as outlined in the Planning and Citizen Involvement section of the Comprehensive Plan.
13. The City shall provide for manufactured dwelling parks in the R-3 zone to allow persons and families a choice of residential settings.
14. In order to minimize the adverse impacts of higher density housing on adjacent properties, The City shall establish clear standards for:
  - 14.1. The placement and design of mobile home or manufactured dwelling parks;
  - 14.2. Buffering by means of landscaping, fencing or distance from conflicting uses;
  - 14.3. Compatibility of design, recognizing the conflicts of mass and height between apartment buildings and houses; and
  - 14.4. On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenient shopping;
  - 14.5. Placement of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.
15. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan.
16. The City shall encourage new and innovative residential planning and design techniques that, while different from standard subdivision developments and design requirements, are consistent with the policies of this Comprehensive Plan and the Development Code.
17. Minimum and maximum densities shall be established for all areas designated for residential use or mixed-use on the Comprehensive Plan Land Use Map.
  - 17.1. Minimum residential density zoning standards shall be prescribed for all residential areas.
  - 17.2. The minimum densities are intended to ensure the Molalla Comprehensive Plan achieves the residential density objectives, while retaining flexibility for residential development patterns and projects tailored to local conditions.
  - 17.3. No land use regulation provision or process may be applied, nor shall any condition of approval be imposed that would have the effect of reducing the density permitted under the minimum density standard of an applicable residential zone.
18. Manufactured homes on individual lots shall be permitted in all residential zones subject to:
  - 18.1. Conformance with applicable local, state, and federal standards in force at the time of installation pursuant to Chapter 50 – Prefabricated Structure Code
  - 18.2. Installation on excavated and backfilled foundations
  - 18.3. Removal of all transport related gear.
  - 18.4. Placement and design standards allowed by State statute to insure the harmonious integration of this housing type with other housing in the vicinity.
19. Residential density designations are intended to discourage development at lower densities. The densities of new developments shall be monitored and reviewed annually to assure that residential construction is implementing the Comprehensive Plan designations. If the residential density designations are not being implemented, additional land with in the City shall be designated or re-designated to help assure that the overall density will be attained.

20. Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services.
  - 20.1. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels.
  - 20.2. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.
21. Encourage the construction and development of diverse housing types, while maintaining a general balance according to housing type and geographic distribution, now and in the future.
22. Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.
23. The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live within the City of Molalla.
24. Housing units shall be designed, constructed, and maintained so that the community is assured of safe, sanitary, and convenient living conditions in dwellings that are sound, energy efficient, and attractive in their appearance. Conservation of housing resources shall be encouraged through code enforcement, renovation, and rehabilitation of the existing housing stock.
25. Site plans shall provide for adequate yard space for residents and play space for children.
  - 25.1. The yard shall have distinct area and definite shape, and are not just the residue left after buildings are placed on the land.
  - 25.2. The Planning Department shall review development to ensure adequate yard space is available.

## *Goal 10 Zoning and Implementation*

The following implementing measures are intended to provide for the range of housing types and densities identified by OAR 660-024a Table 1, with an overall density of 7 dwelling units per net acre.

### Single Family Residential Measures

- Small lots can accommodate single family development ranging from 4,000 to 5,000 square feet in area. Minimal to "zero" side yard setbacks can be used with a generous setback provided for the other side yard.
- Variable lot dimensions can be used to allow flexibility in platting irregular blocks and result in greater land use efficiency and lower development costs. Alternating narrow and wide lots can be used to accommodate different housing plans and appeal to target markets.
- ~~Rental-Accessory dwelling unit~~ additions can be made to existing single family neighborhoods with reasonable design guidelines. A new, generally small ~~rental or "studio"~~ accessory dwelling unit can be created by converting a garage, building over garages, dormer additions on second stories, or basement apartment conversions.
- Cluster housing can increase the standard single family densities of 6 units per acre to anywhere from 8 – 10 units by clustering homes together and sharing open spaces.
- Attached housing in the form of duplexes, triplexes and four-plexes can be added to existing neighborhoods on relatively small lots. Allowing such development on large corner lots, while reserving interior lots for more traditional housing.

- Attached single-family development (townhouses or rowhouses) provide affordable homeownership opportunities. A single family attached dwelling with a common wall shared with other units and typically occupy narrow lots (25' to 32' wide) arranged in clusters or rows of 2 to 10 units, producing densities of from 8 to 12 units per acre. Each townhouse and townhouse lot (2,000 to 3,500 square feet) is individually owned and may be sold or rented, appealing to many markets.

## Multiple Family Residential Measures

- Garden Apartments are typically two to three stories, contain 10 or more rental units within a single building, but do not have an elevator. This is the most common type of apartment construction, yielding 15 to 20 units per acre. Individual units can also be individually owned, with a condominium association owning exterior and common elements of the building, and the site and parking area. Condominium ownership can be built into a new project, or an existing apartment building can be converted to condominium ownership.
- Mid-rise Apartments typically range from 4 to 8 stories in height and require service by an elevator, and may be constructed to densities of 20 to 50 units per acre.

## Mixed Use Residential Measures

- Mixed-Use (Commercial and Residential) developments can take many forms, including retail space on the ground floor with office space above, rental apartments above ground floor retail space, and structures combining offices and hotels or hotels and private residential units.
- These mixed-uses are often targeted in downtowns and neighborhood commercial areas where "around the clock" pedestrian activities are desired. There are few such projects in Oregon, and Molalla should not rely on any significant movement toward this type of real estate product over the planning period. It is likely, however, that "Mom and Pop" type of store fronts and small retail operations can develop in homes designated for mixed use as an affordable small business opportunity. Mixed-uses could also take the form of adjacent commercial and residential uses in separate buildings within a neighborhood center.
- Home Occupations can provide low overhead cost and assist in business start ups by allowing them to be operated from the home. These small scale businesses are typically allowed in residential zones, but require that the primary use of the premises remain residential. Careful regulation is needed to protect the residential character of neighborhoods while allowing reasonable business starts. Criteria generally focus on a list of allowable uses and conditions, or may be performance based (i.e. related to traffic and other impacts). In all cases, the home business is expected to move to a business zone when it out grows the permit parameters.

Residential areas should be designated to avoid incompatible commercial, industrial and other uses. The Molalla Municipal Code should not be so restrictive as to create large, exclusively residential areas that deprive their residents of convenient access to necessary commercial, cultural and transportation facilities.

The City shall incorporate Community Planning Areas into this plan.

- A mix of pedestrian supportive commercial and residential uses shall be encouraged within Community Planning Areas.
- The Zoning Code shall provide for sufficient land and shall establish development regulations and design standards that coincide with these objectives and encourages new commercial and residential development within Community Planning Areas.



- Minimum floor area ratios shall be applied based on the implementing Community Planning Area Zoning District as depicted on the Comprehensive Plan Map.
- Garages should be accessed from alleys where alleys are provided.
- City owned alleys should be cleared and opened for access to rear garages.
- As development occurs garages shall be located off of alleys where feasible.

## Residential Land Use

The *Molalla Comprehensive Plan* Map indicates where residential development will be encouraged.

- **High-density development** is encouraged near the Central Business District. This density will assist the downtown in growth of its commercial business while providing a large amount of residential growth and maintaining the look and feel of Molalla and for the potential redevelopment of the downtown area.
- **Low-density** lots shall be provided in areas that provide scenic views and have access to trail and park (existing and proposed) sites throughout the City. Additional medium density single family residential shall be located in areas to the north of Main Street (Highway 211). These residential areas provide a buffer between commercial and residential living. This places homes in close proximity of schools and neighborhood parks.
- **Duplex Units:** Duplex units shall be encouraged in new single-family residential subdivisions on all corner lots. This requirement will assist in density and duplexes are a needed housing option, which integrates with the existing community, are energy and cost efficient.

**Preservation of Residential Densities:** If a parcel of land is sized and designated to allow development of substantially more than one dwelling unit, the siting of a single new dwelling unit on the parcel shall allow development of the remainder of the parcel to the density range of the zoning designation.

## Residential Plan Designations

**Low Density Residential:** This density provides for single-family dwellings and duplexes at densities of 4 to 8 dwelling units per net buildable acre. This plan designation is implemented by the Low Density Zone (R-1).

- Environmental Resources and Community Design Objectives.
- Provide quality and affordable housing.
- The City shall incorporate this zoning throughout the City in order to provide a balance in housing options and locations.

**Medium Density Residential** (renamed, previously “Two-Family Residential”): This plan designation provides for a mix of multi-family, attached and single family housing, and manufactured dwelling parks. This plan designation shall provide a density of 6 to 12 dwelling units per net buildable acre. This plan designation is implemented by the Medium Density Zone (R-2).

- Environmental Resources and Community Design Objectives.
- Provide mixed-use residential areas in close proximity to services and activity areas.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Medium-High Density Residential:** This plan designation provides for a mix of multi-family, attached and single family housing at 12 to 34 dwelling units per net buildable acre. This plan designation is implemented by the Medium-High Density Residential Zone (R-3), and the High Density Residential Overlay District (HDR).

- Environmental Resources and Community Design Objectives.
- Provide quality multi-family housing, which assists in buffering commercial and light industrial uses from single-family residential where possible as well as providing affordable housing alternatives.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Community Planning Areas** shall be identified with Community Planning Area designation on the Comprehensive plan map and may authorize more intensive land use densities and floor area ratios than residential zoning designated elsewhere in the City. Specific zoning districts shall be applied to implement policies and objectives for the Community Planning Areas, including minimum residential, and employment density objectives. ~~Community Planning Area map designations within the City are maps, which may be separate from the City-wide map but for all intents and purposes shall be considered a part of the official Comprehensive Plan.~~

Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

## **MOLALLA COMMUNITY LIVABILITY**

### **LAND USE AND DEVELOPMENT**

The type, location and design of development and supporting public facilities is critical to the livability of the community. In combination, community design standards are intended to blend the natural environment with urban development. The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community – consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.

### **Residential Livability Goals**

- *Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, natural areas, shopping and employment centers.*
- *Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.*
- *To provide for urban growth while maintaining community livability while ensuring the efficient provisions of public facilities and services.*

## **Residential Livability Policies**

1. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
2. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.
3. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.
4. The City shall establish housing development, schools and parks that are convenient to shopping areas and employment centers.
5. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi public buildings, non-residential public buildings, and quasi public buildings to ensure compatibility with the surrounding area.
6. Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.
7. The Molalla Municipal Code shall establish criteria for landscaping new development.
8. The City shall establish criteria for signage and sign placement.
  - a. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
  - b. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - c. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
9. Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.

10. The City shall provide its citizens quality homes, job opportunities and an environment of high standards.
11. The City shall establish parks throughout the City as well as encourage other recreational uses of the surrounding area.
12. The ~~Planning Director~~City shall ensure homes are built to federal, state and local standards.

**(note: goals and policies that were deleted in this section were done so because they were repeated)**

## **~~MOLALLA COMMUNITY LIVABILITY~~**

### **~~LAND USE AND DEVELOPMENT~~**

~~The type, location and design of development and supporting public facilities are critical to the livability of the community. Master planning and community design standards are intended to blend the natural environment with urban development and to ensure that adequate public facilities—including parks, schools and open space—are provided as land is annexed to the City. The master planning and design standards ensure the protection of significant natural resources and enhance the visual attractiveness of the community—consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.~~

### **~~Residential Livability Goal~~**

- ~~➤ Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, natural areas, shopping and employment centers.~~
- ~~➤ Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.~~
- ~~➤ To provide for urban growth while maintaining community livability while ensuring the efficient provisions of public facilities and services.~~

### **~~Residential Livability Policies~~**

13. Master land development and conservation plans shall be required prior to annexation of land to the City. Master plans shall show how and where:  
The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, fire, police, school and park facilities, as called for in adopted plans and standards.
  - a. Urban public facilities ~~within the Urban Reserve Area (URA)~~ can be provided efficiently with the above public facilities and services.
  - b. Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - c. Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.
14. The City of Molalla shall require that annexation and extension of public facilities and services be conditioned upon waiver of future Measure 49 claims.

- ~~15. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.~~
- ~~16. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.~~
- ~~17. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.~~
- ~~18.~~15. The City shall coordinate with property owners in the development of housing, schools and parks that are convenient to shopping areas and employment centers.
- ~~19. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi-public buildings, non-residential public buildings, and quasi-public buildings to ensure compatibility with the surrounding area.~~
- ~~20.~~16. Private and public developers shall be required to landscape their developments and protect identified natural features in order to develop needed parks and protect inventoried natural features in the community.
- ~~21. The Molalla Municipal Code shall establish criteria for landscaping new development.~~
- ~~22.~~17. Design of developments within the community shall consider the design of individual buildings in relationship to the broader community.
- a. Good architectural design is necessary to provide visual variety and allow for individual identity.
  - b. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.
- The City shall establish criteria for signage and sign placement.
- ~~23.~~18. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
- a. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - b. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
  - c. Consistent with adopted plans, the City shall establish parks throughout the City as well as encourage other recreational uses in the surrounding area.
- ~~24.~~19. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside and visit.
- a. Residential units should be permitted above or as an incidental use in conjunction with the Downtown Commercial area. These uses must go through an extensive design review process.
  - b. Through the Transportation Systems Plan the City shall relieve truck traffic through the Central Business District (CBD).
  - c. The City shall create and adopt a downtown revitalization plan to capture Molalla's early 1900s heritage.
  - d. The City shall encourage present owners to take steps to increase the attractiveness by pursuing the early 1900s theme as the buildings are rebuilt or major renovations occur.
- ~~25.~~20. Encourage landscaping of streets throughout the City.
- a. The City shall establish landscaping requirements throughout the City including industrial zones in order to uphold the Recreational Theme and enhance the surrounding area.
  - b. The City shall encourage through standards and criteria compatible with the Recreation theme and the rest of the City.
  - c. The landscaping criteria shall be reviewed for each industrial proposed land use application.

- d. Existing trees shall be preserved where feasible. New trees shall be incorporated into each landscape plan.
  - e. Landscaping and/or open space may be used to buffer no compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to complement good building designs and may be used to screen certain types of development.
- | 26:21. When possible, schools shall be established close to housing, parks, and services.
- a. Designate the school district's property and facilities for school purposes and coordinate expansion of the facilities, as they are needed.
  - b. The City will provide information to the school districts about proposed and actual residential developments within the City as well as continue to coordinate with the school districts for planning, scheduling, and construction of needed educational facilities.
- |

## PART IV. PUBLIC FACILITIES & TRANSPORTATION

### GOAL 11: PUBLIC FACILITIES AND SERVICES

*To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

#### *Background*

Public facilities provide support for urban development and ensure a livable environment for citizens and businesses. These include sanitary sewer, water, storm drainage, transportation, parks, schools, local government, fire and police. Functional plans for public facilities are included in Volume III of the Molalla Comprehensive Plan. Park facilities are addressed in Part II of this Plan.

Functional plans for public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to background sections of public facilities plans are not considered amendments to the Comprehensive Plan itself.

~~The 2006-10 efforts to establish a 50-year Urban Reserve Area (URA), Phase I, and to expand the City's 20-year Urban Growth Boundary (UGB), Phase II are designed as a two-phased planning process. Phase II will include updates the following functional (public facilities) master plans:~~

- ~~• Wastewater (sanitary sewer) Master Plan~~
- ~~• Water Master Plan~~
- ~~• Transportation System Plan~~
- School Facilities

1. **Primary Facilities and Services Include:** Those which significantly impact public health and safety and are directly linked to the land development process, in terms of service capacity, location, and design, or directly affect public health and safety. Therefore, adequate provision must be made for these facilities/services prior to or concurrently with urban level development. These facilities and services include: sanitary sewer; water service; roads and transportation; storm drainage; police and fire protection.
2. **Complementary Facilities and Services include:** Those which complement the public health, safety and general welfare of urban residents and workers, but are not necessarily directly linked to the land development process or public health and safety. These facilities include: schools, library, and educational services; parks, recreation, and open space; solid waste; semi-public utilities; city administration; and health and social services. Complementary facilities and services directly affect livability and must be planned for in anticipation of development. However, complementary services

may be provided subsequent to actual development – so long as there are binding agreements with service providers and the City to provide these services at a specific future date.

## **Public Facilities Goals**

- *To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development.*
- *To ensure livable and complete neighborhoods – with adequate sanitary sewer, water, storm drainage, transportation, - park and school facilities.*
- *To ensure that development pays its fair share for needed public facilities as called for in adopted plans.*

## **Goal 11 Public Facilities Policies**

1. Molalla uses a three-step approach to planning for public facilities.
  - 1.1. First, general Policies and Implementation Measures are contained in the Comprehensive Plan.
  - 1.2. Second, individual master plans (e.g., Storm water Master Plan, Transportation Systems Plan, etc.) are prepared and periodically updated to deal with specific facility requirements.
  - 1.3. Finally, the City shall annually update a rolling five-year Capital Improvement Program, based on these master plans, that is used for scheduling and budgeting of improvement projects.
2. The City shall coordinate with service providers and property owners to encourage the development of the public and private facilities that meet the community's economic, social, cultural, health, and educational needs.
3. The City shall require future urban level development to be served by an adequate level of public sanitary sewer, water, storm drainage, transportation, park and school facilities through the annexation and master planning process.
4. The City shall plan and provide an orderly and efficient arrangement of public facilities and services, consistent with an adopted schedule and approved functional plans.
5. As development increases, so does the requirement for improved and greater capacity facilities and services.
  - 5.1. The City continues to emphasize the need for providing adequate facilities and services in advance of, or in conjunction with, urban development. However, it also recognizes that not all facilities and services require the same level of service adequacy, simultaneous with development.
  - 5.2. The Comprehensive Plan, therefore, prioritizes facilities into primary and complimentary categories and establishes specific development policies for each facility or service.
6. The City shall ensure prior to issuance of building permits that construction will comply with federal, state, and local regulations.
7. The City shall coordinate with service providers to ensure that an adequate level of public facilities is available in advance of or in conjunction with urban development. In cases where adequate public facilities are not immediately available:
  - 7.1. The City may impose reasonable conditions of approval on that development, in terms of the provision of adequate services/facilities; and/or
  - 7.2. Land use permits may be conditioned upon future provision of an adequate level of facilities subject to a binding agreement that such facilities will be provided prior to the issuance of building permits.



- 7.3. A phased development plan may be approved, subject to future provision of an adequate level of public facilities for each future phase.
8. Except where specifically approved by the City Council and as allowed by state law, private water, sanitary, and storm systems are not allowed within the City limits. within the Molalla Urban Reserve Area.
  9. Where a shortage of facilities/services exists or is anticipated in the near future, and other alternatives are not feasible to correct the deficiency, the City may initiate a moratorium on development activity or to manage growth through a public facilities strategy, as provided by statute. In the event that State laws provide other alternatives to address shortages of facilities/services, the City will consider those alternatives as well.
  10. The City shall coordinate with service providers to provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications, and air service to support the commercial and industrial needs of the community.
    - 10.1. Public facilities shall enhance the health, safety, educational, and recreational aspects of urban living.
    - 10.2. The City shall provide current state of the art facilities as required by federal, state and local government.
  11. The City shall time the provision of facility construction and services to support planned urban development. Urban development will be allowed only in areas where adequate public facilities and services can be provided, and only within the City Limits, unless otherwise allowed by law.
  12. Urban sanitary sewer and water service shall not be extended outside the Urban Growth Boundary in any case, except as allowed by state law.
  13. Urban sanitary and water service shall not be extended outside the City Limits, with the following exceptions:
    - 13.1. An immediate and demonstrable threat to the public health exists, as a direct result of the lack of the service in question;
    - 13.2. A Governmental agency is providing a vital service to the City;
    - 13.3. It is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time. To meet this criterion the owner of the property must sign an agreement that the City may annex or may require the applicant to annex at any time of the City's choosing.
    - 13.4. For this purpose when the City believes one of the criteria above have been proven and an extension appears necessary the recipient shall pay all costs incurred by the City and sign an annexation agreement or service provisions agreement with the City.
  14. The City shall provide or coordinate the provisions of facilities and services concurrent with need, which may be created by new development, redevelopment, or upgrades of aging infrastructure. Those parties causing a need for expanded facilities and services, or those who benefit from such facilities and services shall pay for them.
  15. The City shall coordinate with service providers such as utility companies to ensure adequate and efficient installation of needed services and equipment. The City of Molalla shall coordinate planning activities with the utility companies, to insure orderly and efficient installation of needed service lines and equipment.
  16. The City shall periodically monitor the availability of health and social services, including day care, and where feasible, will cooperate with the appropriate agencies in providing additional services and facilities. The adequacy of these facilities should be considered during the process of planning for future growth.
  17. City facilities shall be installed in accordance with the City's urban growth policies, Public Works Design Standards, and the functional plan associated with each facility. The City shall monitor its facilities and determine when updates and upgrades are necessary to handle projected growth.

18. Developments shall be required to extend services/facilities to the full width of the property being served to provide for connection to adjoining properties.
  - 18.1. Unusual existing circumstances may necessitate creative solutions for the extension of services/facilities.
  - 18.2. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID).
19. To enhance aesthetic quality, promote public safety and to protect service lines from damage (e.g., ice/wind storms or vehicle accidents), as new development occurs all utility service lines serving the developing property shall be placed underground where feasible, in accordance with the City's Public Works Design Standards.
  - 19.1. The City shall encourage utility companies to place existing aboveground services underground, at the earliest possible time frame possible.
  - 19.2. Aboveground facilities such as transformers shall be placed within a building, which can maintain a common use for the area. Where possible such facilities should be coordinated with the landscaping to provide screening.
  - 19.3. Where feasible a building which can maintain a common use for the area, such as a restroom, shall be used and provided by at the cost of the utility company providing the service.
20. All major lines shall be extended in conformance to the line sizes indicated on the Master Plan and, at a minimum; provisions for future system looping shall be made. If the type, scale and/or location of a proposed development warrants minimum fire flows, the Director of Public Works may require completion of looped water lines in conjunction with the development.
21. When development occurs within 500 feet of a creek the developer shall provide the City with an amount of money necessary for the City to obtain a professional analysis of the potential effects on the creek. The City shall also require applicants to obtain written approval from the Division of State Lands prior to any work being done within potential wetland, floodplain or within five hundred (500) feet of creek areas.
22. Development, including temporary occupancy, that threatens the public's health, safety, or general welfare due to a failure to provide adequate public facilities and services, will not be permitted. Development applications will be allowed to proceed on the following basis:
23. The cost of all utility line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service.
24. In the course of site development, developers and service providers may be required to retain or improve native vegetation in identified riparian zones and landslide prone areas to decrease the amount of surface water run-off, to shade areas of surface water, to preserve areas of natural percolation, help stabilize landslide-prone areas, and reduce erosion. Replacement, enhancement, and/or restoration of vegetation, including the removal of invasive plants, may also be required depending on the type, scale, and location of development.
25. The City shall continue to construct, operate and maintain its water, sewer and storm facilities in conformance with Federal, State and Regional quality standards. .
26. Semi-public facilities are privately owned and operated, but have general public benefit and may be regulated by government controls. They include a wide range of services from electric utilities to day care.
27. The City will continue to prepare/update and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan and continue to implement the Water and Sewer Master Plan.
28. Priorities will be established to ensure that adequate public facilities are available to support desired industrial and commercial development.
  - 28.1. A high priority shall be given to improvements to water, storm drainage, traffic circulation, and safety.

- 28.2. It is not the intent of this policy for the City to subsidize commercial or industrial development. Developers continue to be primarily responsible for providing needed improvements.
- 28.3. The City acts as the coordinating agent to ensure that adequate facilities coincide with development.
- 29. Development will coincide with the provision of utilities. These facilities shall be:
  - 29.1. Capable of adequately serving all intervening properties as well as the proposed development; and,
  - 29.2. Designed to meet City standards.
  - 29.3. Require the placement of utilities underground in new developments and seek means of undergrounding existing above ground utilities, other than storm drainage facilities.
- 30. The Transportation Systems Plan shall ensure standards for street development, to include ingress and egress, street control, parking, on and off street, street landscaping and sign requirements in the development stage.

### **Public Facilities Funding Policies**

- 31. The City shall establish system development charges to provide and improve sanitary sewer, water, transportation, storm drainage, park, and recreation facilities.
- 32. The City may use the following or similar implementation measures to encourage achievement of the air, water and land resources goal: tax incentives and disincentives, land use controls and ordinances multiple use and joint development practices, capital facility programming, and enforcement of local health and safety ordinances.
- 33. The City shall establish and maintain revenue sources to support the plan policies for urbanization and maintain needed public services and facilities.
- 34. Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments.
  - 34.1. The City may establish and collect Systems Development Charges (SDCs) for any or all-public facilities/services, as allowed by law.
  - 34.2. The City may give SDC credits allowed by law when a proposed development provides additional improvements above and beyond what is normal.
- 35. The City shall continue to prepare and implement a rolling five-year Capital Improvement Program, with annual funding decisions made as part of the municipal budget process. As part of the Capital Improvement Program the City shall plan and schedule major improvements to its water, sewer, park, or storm improvements needed to serve continued development.
- 36. The City Council shall investigate funding alternatives to property taxes for funding public facilities and services. The City shall seek outside funding for expansion, improvements, and repairs of City facilities wherever possible.
- 37. The City may explore opportunities for financing the development and maintenance of parks and open space, including the a Park and Recreation or Special Service District to provide a full range of recreational opportunities to Molalla area residents.
- 38. Developers in the Molalla urban area shall be responsible for constructing public improvements that benefit their developments.
- 39. The City shall be responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan.
  - 39.1. Maintenance of the developed City Street System is a public obligation.
  - 39.2. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

40. The City shall coordinate with Clackamas County and ODOT to provide improvements to regional transportation facilities, which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.
41. The City shall pursue a grant to update the Transportation Systems Plan (TSP) ~~by 2010~~.

### **Wastewater Facilities (Sanitary Sewer)**

42. The City shall coordinate with Clackamas County to monitor septic tanks both in the City and outside the City but within the urban growth boundary.
  - 42.1. Septic tanks may be allowed in the Urban Growth Area outside the City limits on existing rural parcels under jurisdiction of Clackamas County, subject to Health Department approval and siting standards that ensure efficient future urban development.
  - 42.2. The Public Works Department shall work with Clackamas County to provide the City with proof of yearly tests on all septic tanks outside the City limits but within the Urban Growth Boundary.
  - 42.3. Because of the poor percolation qualities and shallow water table associated with much of the soil in the planning area, urban level development will be required to utilize sanitary sewers.
43. All parcels within the City shall be served by sanitary sewer.
  - 43.1. The City of Molalla shall require all existing ~~and new~~ development within the City to connect to the sewer line within one (1) year of availability.
  - 43.2. New development shall be required to connect to City sewer.
44. Development and siting in locations without fire protection service shall be contingent upon the developer providing the services or the subsidizing of those services.
45. High quality water supply and distribution systems shall be maintained to meet current and future domestic and industrial needs. The City will encourage coordination of water supply planning between the City and other water districts and private water systems.

### **Water**

46. Obtain additional water supplies to meet the needs of Molalla through the year 2030.
47. Work with developers to secure underground water rights where feasible.
48. The City shall review and, where necessary, update the Water System Master Plan to conform to the planned land uses shown in the Comprehensive Plan and any subsequent amendments to the Plan.
49. The City shall continue to develop, operate and maintain a water system, policy, including wells, pumps and reservoirs, capable of serving all urban development within the UGB.
50. In all water related issues, the City will comply with applicable State and Federal water quality standards.
51. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards.
52. The Director of Public Works shall establish a plan to advise all required agencies where any proposed discharge will affect the quality of air or water.
53. All government agencies responsible for assuring air, water and land resource quality in the planning area shall be contacted when plans affecting waste and process discharges are proposed. These proposals should be coordinated with other plans affecting waste and process discharges within the air shed and river basin encompassing the planning area, and respective roles and responsibilities of the government agencies determined.
54. Any agency required by the plan will be advised in writing.
55. The City shall update its storm sewer and sanitary sewer master plan.

56. The City shall develop implementation measures necessary to assure that a storm sewer and sanitary systems are provided to areas designated urban.
57. The plan shall be designed to accommodate the growth anticipated in undeveloped portions of the Molalla Planning Area.
58. Create and continually update a storm sewer master plan.
59. Adopt a general drainage policy outlining responsibilities, procedures, and guidelines for joint public and private participation in local drainage improvements.
60. The Master Plan and the Capital Improvements Program will continue to be the basis of establishing Systems Development Charges for storm drainage. The funds are used to upgrade the storm drainage system beyond those improvements required to serve individual developments. Provision of drainage control within a given development shall remain the responsibility of the developer, with the City assisting only so far as to assure the new system will also accommodate off-site drainage. In reviewing planned improvements, the City Engineer may specify the use of on-site or off-site storm water detention, based on specific site characteristics and drainage patterns of the area.
61. Molalla has established a single-storm drainage runoff standard that is applied throughout the City. That standard requires developers to plan for at least a 25-year storm event. The appropriate criteria will be established and implemented through the City's Public Works Design Standards.
62. Natural drainage ways shall be stabilized as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion. The City Engineer may require the use of energy dissipaters to help minimize erosion.
63. Sediment and erosion control shall be provided consistent with the Public Works Design Standards. All approved open drainage channels and open detention/retention basins shall be designed, constructed, and maintained with appropriate safeguards to insure public health and safety.
64. All development proposals shall be accompanied by a storm drainage plan and hydrologic analysis adequate to meet the above policies and standards, unless waived by the City Engineer for good cause. No development permit shall be issued for any project until the Director of Public Works approves a storm drainage plan.

## **Storm Sewer**

65. Ensure that the City has an adequate storm detention system.
66. Where feasible existing culvert or piped drainage ways will be "day lighted" (converted from underground to surface facilities). Open drainage ways may be used as open space requirements for developments, provided that they meet the design requirements of the Planning Department.
67. Conversion of existing swales or drainage ways to culvert, piped systems, or linear ditches shall be permitted only where the Director of Public Works determines that there is no other reasonable site development option.
68. Ensure adequate storm drainage.
69. During development of a storm sewer master plan (see Public Facilities and Services element) the issue of water quality aspects of urban storm runoff shall be addressed.
70. Maximize the use of the natural drainage system to allow for ground water infiltration and other benefits to community aesthetics as well as habitat enhancement. This does not mean that natural drainage ways will be left unimproved. The City must approve alterations of any kind.
71. Regulations regarding the cleaning of private commercial and residential parking lots shall be addressed during development of the storm sewer master plan.
72. This City shall require developers to utilize natural drainage ways in the storm drainage plan.
73. Require all future utilities to be placed underground, other than storm drainage facilities.

## Solid Waste

Currently solid waste from the City of Molalla is transported by contractors to Oregon City, which is in the Portland Metro Area. Within the Portland metropolitan area solid waste disposal has been a concern for many years. The average family of four generates about 4 tons of garbage a year, which ends up in sanitary landfills. The existing landfills in the metropolitan area have been filled and it is no longer feasible to site new ones. Garbage from the Portland region is now hauled, at considerable expense, to Eastern Oregon for disposal.

74. This Plan also recognizes that a successful solid waste management plan will have to deal with much broader issues than just landfills.
75. Such a regional plan must address the issue of throwaway products and emphasize programs for waste reduction rather than discard as a long-term solution.
76. Work to assist in solid waste management wherever possible and seek economical and convenient solid waste disposal for City residents through the franchise granting process.
77. The City shall support the district supplying solid waste service to Molalla in its efforts to provide suitable sites for solid waste disposal. The City shall coordinate with contractors to ensure the City has solid waste disposal service.
78. Processing techniques designed to recycle sludge and other solid waste materials shall be encouraged and utilized where feasible to conserve energy resources.
79. The City and County shall encourage a continued cooperative recycling effort within the Molalla Urban Growth Boundary as well as work together to gain one hundred (100) percent disposal of waste at appropriate landfill sites and discourage the dumping of wastes on public and private lands. The City shall ensure the collection of solid waste.
80. The City shall promote and encourage service organizations and/or industry to establish recycling programs and centers for newspapers, magazines, glass, metal and other recyclable materials.

## Molalla River School District No. 21

The Molalla River School District provides the Molalla community with kindergarten through twelfth grade. In 2007, the District had nine schools, eight of which are open and one is closed. Six of the district schools are located within the City Limits and two are located outside the UGB in the County. The following coordination policies commit the City to working with District 21 in planning for community growth:

81. The City and the District 21 School District Board shall coordinate regarding planned urban development and the location and service needs of District schools.
82. The City shall work with District 21 to ensure that adequate future school sites are available within the ~~50-year Urban Reserve Area (URA) or 20-year~~ Urban Growth Boundary (UGB), depending on the timing of planned facilities.
83. Schools serving students living within the Molalla UGB should be located within the urban growth boundary.
84. Sites for future schools should be acquired well in advance of need ~~within the designated Urban Reserve Area or within the UGB.~~
85. Future schools should be located to provide reasonable access to the student population served as recommended in Policies 86-88 below.
86. Elementary Schools:
  - 86.1. Should be located near the center of existing or future residential neighborhoods within safe and reasonable walking distance of as many students as possible.

- 86.2. Whenever possible, be on residential streets which provide sufficient access for buses and other necessary traffic but have a minimum of non school-related vehicle activity.
- 87. Middle Schools:
  - 87.1. Should have adequate, safe and direct access from the principle street network.
  - 87.2. Should be in locations central to the population served.
  - 87.3. Should be designed, sited and constructed to encourage the use of walkways, bikeways and public transit.
- 88. Developers shall coordinate with District 21 through the master planning process, to ensure that an adequate level of school facilities are provided to support residential development, as land is annexed to the City.

## Police and Fire Protection

Police protection in Molalla is provided 24 hours a day, 7 days a week. The police department is presently located in the rear section of the City hall building located at 117 North Molalla Avenue.

- 89. The location of City Hall and the Molalla Police Department should be in a central location where it is easily accessible to the public, and off-street parking is available.
- 90. The police department coverage includes all areas within the existing City Limits and shall continue to do so as land is annexed to the City.
- 91. The City currently maintains a ratio of two policemen per 1000 population; the City Council may adopt police level-of-service standards that would apply to annexation of land to the City.

The Molalla Rural Fire Protection District is responsible for maintaining and upgrading fire-fighting apparatus and making necessary capital improvements such as new fire stations. However, the overall effectiveness of its operations is significantly affected by the location and design of urban development.

- 92. The Fire District coverage includes all areas within the existing Urban ~~Reserve Area~~Growth Boundary.
- 93. Provide fire protection consistent with the health, welfare, and safety of Molalla citizens.
- 94. The City shall require that all buildings be designed to meet such standards as may be agreed to by the City and the Fire District.
- 95. The City shall also continue to coordinate with the Fire District in maintaining accurate maps (including addressing) and land development records.
- 96. New construction shall meet state fire marshal requirements for accessibility and water supply.

## City Hall and Library

Decisions about the growth of City staff and how to fund operations are properly within the jurisdiction of the City Council. Therefore, no specific staffing standards are established. The City has a need for a larger more up-to-date building in which to house the City Hall and the Police Department. The building currently being used is outdated and much too small to handle the needs of the City. Molalla's City Hall is located on North Molalla Avenue, north of Main Street. City Hall provides office space for the Mayor, City Administrator, City Recorder, City Finance Department, Director of Public Works, Planning Department, and Police Department.

- 97. There is a need for the City to find a suitable replacement for the current outdated and undersized City Hall and Police Station. This site shall be easily accessible to the public and located within the Central Business District.

The Public Library is located in the southern portion of the City on 5th Street just east of South Molalla Avenue. The library is a new facility completed in 2001. The library houses computer labs, a small conference room, offices, and accommodates library staff.

### **Semi-Public Utilities**

Semi-public utilities are privately owned and operated companies, but have general public benefit and may be regulated by governmental controls. They include energy and communications facilities and services. Utilities in this category include communications, broadband, natural gas, and electric services. These services and facilities are adequate to serve the City of Molalla at this time.-

98. The City shall coordinate with semi-public utilities in the provision of services to new development and in planning for future development.

### **Health and Social Services**

Health care facilities and services are provided by a variety of public and private agencies throughout the area. There are two hospitals approximately 17 miles from Molalla: Willamette Falls Hospital lies to the north in Oregon City; and Silverton Hospital lies to the south in Silverton. There are several other medical facilities throughout the City. Silverton Hospital recently completed an urgent care facility. Social services are also provided by a variety of agencies, including State and County facilities and volunteer or non-profit organizations. Many of these facilities within the City of Molalla are extremely limited in capacity and additional facilities will be needed to support future population growth.

99. The City shall coordinate with health and social service providers in planning for future development.  
100. As Molalla grows it will eventually require its own hospital facility and should plan accordingly.

### **United States Post Office**

A United States Post Office is located on Robbins Street west of Grange Street. Postal service is provided over a large area via rural route carriers. Rural carriers or post office boxes provide Service within the City limits. As the City has grown the post office has maintained its current size.

101. The City shall work with the U.S. Postal Service to provide a larger facility, which can accommodate more mailboxes allowing for the growth Molalla continues to experience.

### **Electrical services**

102. Transmission lines should be located within existing corridors, which shall be utilized for multiple purposes to the greatest extent possible.

103. Substations and power facilities shall be landscaped, and the site plan shall be approved by the Planning Commission.



## GOAL 12: TRANSPORTATION

*To provide and encourage a safe, convenient, and economic transportation system.*

### Background

The City has an approved Transportation Systems Plan or TSP. (~~2000-2001~~ Molalla Transportation Systems Plan). The Molalla TSP provides background information, analysis, policies and standards for the various modes of transportation that serve the City's growing population. The TSP has been acknowledged for compliance with Goal 12 (Transportation) and the Goal 12 administrative rule (OAR Chapter 660, Division 12) by the Land Conservation and Development Commission. ~~The TSP will need to be updated following expansion of the Molalla UGB in 2010-2011.~~

Molalla is served by State Highway 211 (designated as Main Street within the City Limits) and State Highway 213, which runs north and south along the western edge of the study area. Highway 211 is the only east/west through street within the City. Highway 211 connects with State Highway 26 in Sandy, 40 miles to the northeast, and State Highway 99E in Woodburn, 13 miles west of Molalla. There is also an interchange with Interstate 5 in Woodburn. Highway 211 is the major traffic carrier between Woodburn and Estacada.

State Highways 211 and 213 provide essential transportation linkages for Molalla's growing economic and population growth – and connect the City to the Portland and Salem metropolitan areas. However, traffic volumes on most transportation routes in Molalla have risen over the years as the population has increased. Without appropriate mitigation measures, increased congestion and delays conflict with local and statewide planning goals and rules. These increasing volumes, which include a high percentage of trucks and other large vehicles, are changing the atmosphere of the downtown commercial district and causing an unsafe and unattractive environment for pedestrians and bicyclists. Improving and maintaining system capacity over time creates challenges to the City, County and ODOT planners. Policies to address the continued functionality of these highways are found in the TSP.

### Transportation Goal

- *To reduce ~~Congestion~~ congestion and provide for a safe and convenient transportation system throughout the City of Molalla.*
- *Conserve Energy.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*
- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla, and identify a set of reliable funding sources that can be applied to those improvements.*
- *Utilize existing railroad facilities to the maximum benefit of the community in attracting industry and as a potential means of mass transit in the future.*
- *The City will promote alternative modes of transportation.*
- *The City of Molalla is committed to the promotion of a balanced, safe and efficient transportation system and shall make every effort to satisfy this commitment.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*

- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla and identify a set of reliable funding sources that can be applied to those improvements.*

## Goal 12 Policies

### Streets and Roads

1. Molalla is committed to updating the TSP ~~through a grant in 2010~~, to reflect ~~anticipated~~ updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18 of the Molalla Development Code). Any zone change made prior to the TSP update will require a transportation impact study.
2. Designate sections of State Highway 211 as a Special Transportation Area.
3. To require right-of-way dedication during redevelopment for new street, sidewalk or accessway connections.
4. Require crossover easements during redevelopment to facilitate shared access between non-residential.
5. Ensure property owners maintain the streetscape (between the curb and their property).
6. Implement the preferred development Downtown District alternatives listed in the Downtown Development/OR 211 Streetscape Plan.
  - a. Implement the preferred cross section into the City's proposed TSP;
  - b. Require right-of-way dedication north and south of State Highway 211 in Molalla's Downtown STA to obtain the required 66 foot wide right-of-way width.
7. To implement the preferred OR 211 corridor development alternatives listed in the Downtown Development/OR 211 Streetscape Plan
  - a. Require dedication of right-of-way along State Highway 211 west of Molalla's downtown where necessary to allow for upgrades or require a fee in lieu.
  - b. Ensure that redevelopment places utilities underground.
8. Strengthen the City of Molalla's business community by implementing a mixed use Central Business District (CBD) that concentrates pedestrian-oriented commercial/retail uses within a district that is easily walkable. Allow residential uses in the CBD and high density residential nearby to allow for sufficient local population to support the CBD.
9. Improve pedestrian circulation and safety by requiring sidewalk improvements with redevelopment and enforcing maintenance of pedestrian facilities.
10. The General Commercial zone shall be pedestrian oriented in design.
11. Access Management:
  - a. The function of existing and planned roadways as identified in the adopted Transportation System Plan shall be protected through the application of appropriate access control measures.
  - b. The function of existing or planned roadways or roadway corridors shall be protected through the application of appropriate land use regulations for example residential uses shall not have direct access off a proposed arterial.
  - c. The potential to establish or maintain accessways, paths, or trails shall be considered prior to the vacation of any public easement or right-of-way.
  - d. Right-of-way for planned transportation facilities shall be preserved through all practical means. This will include exactions, voluntary dedication, setbacks, or other appropriate means.

- e. Consolidate driveways/curb cuts to the greatest extent practicable.
  - f. Minimize the width of curb cuts.
12. To develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
  13. To cooperate with and notify all appropriate local, state and federal agencies and transportation interest groups when a land use application is submitted and potentially impacts a transportation facility. Notification will help to identify agency standards and provide an efficient and economical transportation system.
  14. Planning decisions shall conform to the Comprehensive Plan, Zoning Maps, and supporting documents. The future roadway network plan as identified by the Transportation Systems Plan shall be the conceptual framework for future streets. Final street alignments will be refined through the development review process.
  15. A list of transportation system improvements which are allowed, conditionally allowed and permitted through other procedures will be listed in the Zoning Ordinance to implement the TSP.
  16. To continue to designate arterial, collector, and local streets for urban and rural areas with the Urban Growth Boundary.
  17. Emphasize maintenance of existing roadways with improvements where appropriate to improve traffic flow and safety at a reasonable cost.
  18. Strive to upgrade substandard streets as funds become available.
  19. Investigate all possible sources of funding for street improvements.
  20. Coordinate with the Oregon Department of Transportation to improve State Highway 211 in Molalla to provide general improvement of traffic circulation.
  21. Coordinate efforts with Clackamas County with regard to actions that affect Molalla Avenue.
  22. Continue to explore possibilities for developing an alternative truck route to divert truck traffic away from the Central Business District (CBD).
  23. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
  24. Protect the quality of neighborhood and the community.
  25. Provide for adequate street capacity and optimum efficiency.
  26. Promote adequate transportation linkages between residential, commercial, public, and industrial land use.
  27. Provide for the needs of the transportation disadvantaged in the greatest extent possible.
  28. Develop a functional classification system that addresses all roadways within the urban growth boundary.
  29. In conjunction with the functional classification system, identify corresponding street standards that recognize the unique attributes of the local area.
  30. To identify existing and potential future capacity constraints and develop strategies to address those constraints, including potential intersection improvements, future roadway needs, and future street connections.
  31. Evaluate the need for modifications to and/or the addition of traffic control devices.
  32. Identify existing and potential future safety concerns as well as strategies to address those concerns.
  33. Develop a prioritized list of transportation improvement needs in the study area.
  34. Develop construction cost estimates for the identified projects.
  35. Evaluate the adequacy of existing funding the sources to serve projected improvement needs.
  36. Evaluate innovating funding sources for transportation improvements.
  37. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.

38. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
39. Encourage the continued use of public transportation services and identify improvements to further promote a transit in the community.

#### Railroads

1. Coordinate with Southern Pacific Railroad to expand a future trail along the rail corridor located in Molalla.
2. Urge all appropriate state and regional agencies to seriously consider the use of existing rail facilities for the development of a light rail, mass transit system, which would ultimately serve the City of Molalla.
3. Encourage the development of a multi-use trail along the rail line, dedicating easements in the riparian area along Bear Creek, and requiring dedication of land for new parks to be built as needed in Molalla's Downtown.

#### Public Transportation

1. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
2. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
3. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
4. Encourage the continued use of public transportation services and identify improvements to further promote transit in the community.
5. Support the development of pedestrian/bikeways along Molalla's road network to the greatest extent possible.
6. Coordinate with the public and private sector for the establishment of pedestrian/bikeways.
7. Seek outside funding wherever possible for bicycle pathways and other energy saving methods of transportation.
8. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
9. Provide for the needs of the transportation disadvantaged in the greatest extent possible.

Molalla's Goal 12 policy framework is found in the adopted and acknowledged Molalla Transportation System Plan (TSP). This functional plan addresses all applicable transportation modes in Molalla and includes transportation facility policies and design standards. Molalla is committed to updating the TSP through a grant by 2010, to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18). Any zone changes made prior to the TSP update will require a transportation impact study.

## PART V. URBAN FORM AND GROWTH MANAGEMENT

### GOAL 13: ENERGY CONSERVATION

*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.*

#### *Energy Conservation Goal*

- *To conserve energy in existing and proposed community development.*

#### *Goal 13 Energy Conservation Policies*

1. The City shall encourage alternative energy sources. Conservation of energy shall be encouraged at all times.
2. In order to reduce future demands for electrical energy, the City shall:
  - 2.1. Encourage incorporation of alternative energy sources (e.g., solar, etc.) into new construction, as well as retrofitting of existing development.
  - 2.2. Consider joint efforts with PGE, Army Corps of Engineers, ETO (Energy Trust of Oregon, Clackamas County, and other government agencies, to study the potential for local power generation.
3. To set an example for proposed developments, the City will incorporate energy efficient designs into construction of City buildings and facilities.
4. The City will review and revise existing street lighting standards to provide adequate safety while minimizing the demand for power (e.g., use of minimum number of lights, use of energy-efficient lights such as high pressure sodium lamps.).
5. To conserve energy by using energy conservation as a determinant in:
  - 5.1. The location of various land use activities (residential, commercial, industrial).
  - 5.2. The design and development of a transportation system.
  - 5.3. The design and construction of housing and other structures.
6. The City may use the following or similar implementation methods to encourage achievement of the energy goal:
  - 6.1. Reduced lots sizes and increased housing density;
  - 6.2. Increasing solar access;
  - 6.3. Use of alternative energy sources, such as wind;
  - 6.4. Systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste;
  - 6.5. Encourage energy responsive state building codes and use of LEED standards
7. Measures designed to conserve energy resources shall be consistent with the goals and policies of this Plan.
8. Energy conservation shall be addressed in the Transportation System Plan by reducing reliance on single-occupancy vehicles. This should include development of bicycle/pedestrian paths, or express bus system.
9. The City shall:
  - 9.1. Actively assist and encourage the development of alternative sources of energy.

- 9.2. Encourage conservation techniques for all new industrial, commercial, and multi-family developments, and encourage site planning, landscaping and construction which support solar energy use and conservation.
- 9.3. Encourage renewal and conservation of existing neighborhoods and buildings, and create a multi-centered land use pattern to decrease travel needs. Infilling of passed over vacant land is encouraged. Close relationships among developments for living, working, shopping and recreation are encouraged through planned mixed-use zoning.
10. Provide for higher density, encourage more common-wall residential development types as an alternative to single family detached housing.
11. Encourage recycling and conservation efforts.
12. With any proposed change in the Urban Growth Boundary, consideration shall be given to energy conservation.
13. Land use planning shall encourage the efficient use and re-use of buildable lands within the Urban Area.
14. Consider and foster the efficient use of energy in land use and transportation planning.
15. The City shall consider adoption of the Oregon Department of Energy's Model Conservation Ordinance.
16. Local building officials shall perform initial and final inspections after completion of all new construction and provide stamped certification of compliance with state building codes.
17. Research appropriate standards to protect the availability of sunlight and wind as energy sources.
18. The City shall explore the feasibility of a mini-transit system as funds are available.
19. The City shall exact compliance with the approved public facilities plan.
20. Information shall be made available concerning local conservation programs.
21. The City should make available information about the appropriate tax benefits of and the availability and location of buildable lands in the urban growth area.

## GOAL 14: URBANIZATION

### ***Agricultural and Forest Lands Protection***

Molalla is a rural community with farmland located near the City in all directions. One of the factors considered in location of the Urban Growth Boundary was the preservation of that agricultural land and buffering between agricultural and urban uses. Large agricultural areas remain in all directions of the City outside the existing growth boundary. There is a large residential exceptions area directly to the south of the existing UGB, ~~which has a top priority for UGB or URA expansion. The City recognizes the importance of protecting farm and forest land; however it is likely that the City will need to expand into some agriculture and forest lands at such time a UGB expansion occurs as part of Phase II of this process identified earlier in this plan.~~ Aside from the southern exceptions area, the City is surrounded by agricultural lands, giving the City no other option than to utilize such lands for ~~planned~~ urban growth. ~~When the time comes for If~~ the City ~~should ever to~~ expand its current Urban Growth Boundary, consideration will be given to agriculture and forest land to minimize impacts on such lands as required by ~~the ORS 197.298~~ Priorities for urban growth boundary expansion in ORS 197.298.

Statewide Planning Goals 3(Agricultural Lands) and 4 (Forest Lands) ~~are not applicable do not apply~~ within Molalla Urban Growth Boundary (UGB) because there are no lands designated for farm or forest use within the UGB. Impacts on agricultural and forest land were considered when the UGB was adopted and acknowledged by the Land Conservation and Development Commission (LCDC) in ~~the 1980s~~ 1981; and will be considered further during ~~the URA and any~~ UGB amendment process ~~es in 2008-09~~. Goals 3 and 4 will continue to protect agricultural and forest land outside the UGB, ~~and within the Urban Reserve Area (URA).~~

### ***Rural Land Protection Policy***

- ~~Protect agricultural and forest land outside Molalla Urban Growth Boundary—but within Molalla Urban Reserve Area—until needed for development consistent with Statewide Planning Goal 14 (Urbanization) and the Urban Reserve Area Administrative Rule (OAR Chapter 660, Division 021).~~

### ***The Urban Growth Boundary (UGB – 20 Years)***

Statewide Planning Goal 14 requires that Molalla and Clackamas County jointly adopt a 20-year urban growth boundary (UGB) that defines where urban services will be provided to serve existing and planned urban development. Urban services cannot be extended outside the UGB to serve rural land. Thus, the UGB defines where urban growth can occur, and where it cannot. The UGB separates urban from rural land. ~~The initial Urban Growth Boundary was adopted in 1981.~~

The “need” section of Goal 14 requires that the UGB must be large enough to accommodate population and employment growth needs (including parks and schools) for the 20-year planning period:

- Establishment and change of urban growth boundaries shall be based on the following:*
- (1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and*

*(2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space.  
In determining need, local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need.*

The “location” section of Goal 14 sets forth criteria for determining the direction of urban growth:

*The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:*

- (1) Efficient accommodation of identified land needs*
- (2) Orderly and economic provision of public facilities and services;*
- (3) Comparative environmental, energy, economic and social consequences; and*
- (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

~~When a~~ If the UGB is ever expanded, the City must will show how land within the UGB can be developed at urban densities and served efficiently with sanitary sewer, water, storm drainage and transportation facilities. The City must will also consider economic, social, environmental and energy consequences of alternative growth options. ORS 197.298 requires all cities in Oregon to include rural residential areas before moving into farm and forest resource land, and to include lower value resource areas (such as grazing land without irrigation) before bringing in higher value resource areas. Thus, the locational criteria in Goal 14 require a comparative evaluation of potential UGB expansion areas that can reasonably be expected to meet identified needs.

### ~~The Urban Reserve Area (URA – 50 Years)~~

~~The Urban Reserve Administrative Rule (OAR Chapter 660, Division 21) authorizes Molalla to establish an urban reserve area (URA) outside the UGB. The URA considers land needs over the next 30-50 years. The URA designation allows Molalla to begin planning for roads and urban services that will eventually serve land within an expanded UGB. Under state law, land within the URA is “first priority” for future UGB expansion—but only after 20-year land need has been demonstrated consistent with Goal 14.~~

## **Background**

### ~~Molalla’s 2030~~ Urban Growth Boundary (UGB)

*Urban growth boundaries shall be established to identify and separate urbanizable lands from rural land.*

## **URBAN GROWTH AREA INFORMATION**

Molalla’s history of growth is partly the result of its physical location and price of land. Molalla continues its cooperative and participatory approach to growth management in order to preserve the local quality of life as additional people move into the urban area. As a participant in regional planning efforts, Molalla must deal with complex issues accompanying growth and maintain a common framework for the community for traffic congestion, loss of open space, speculative pressure on rural farm lands, rising



housing costs, diminishing environmental quality, demands on infrastructure such as transportation systems, schools, water and sewer treatment plants, and vulnerability to natural hazards.

~~As shown in Table 14-1 and described in Goals 9 (Economy) and 10 (Housing), Molalla has a long term deficit of both residential and employment lands.~~

~~**Table 14-1: 2030 and 2060 Residential and Employment Land Deficits**~~

<b>Land Use</b>	<b>2010-2030</b>	<b>2030-2060</b>	<b>2010-2060</b>
Housing	117	916	1,033
Public / Semi-Public	118	378	496
Employment Land	112	793	904
<b>Total</b>	<b>347</b>	<b>2,086</b>	<b>2,433</b>

Source: Winterbrook Planning, 2009

~~The City shall work on an Urban Reserve and Urban Growth Boundary expansion to obtain the lands necessary to meet these growth demands.~~

The Urban Growth Boundary defines where urban growth will occur in the future. It is inevitable that there will be impacts on the community due to this growth. Social impacts associated with urbanization are difficult to measure, but ~~still~~ affect everyone in the community. General congestion and inconvenience is felt from an increased number of people at banks, stores or restaurants. The City shall work to alleviate congestion problems usually associated with urbanization by designating enough commercial lands and locating these commercial lands strategically around residential and industrial development with adequate ingress and egress from the area.

The economic impacts of urbanization can be counted as benefits and costs to a community. Economic benefits result from increased tax revenues from businesses and homeowners. Local businesses also benefit through increased sales to additional people who shop in our town. Molalla is encouraging the economic benefits by designating adequate amounts of industrial and commercial land to provide jobs for local residents and stimulate the flow of money through the local economy. Urbanization also creates additional demands on energy supplies. New homes and businesses will need energy in the form of oil, natural gas, and/or electricity. Urbanization may lead to traffic congestion and an increased consumption of gasoline by automobiles. Molalla has attempted to reduce increased energy demands by encouraging energy efficient homes and supplying sufficient industrial and commercial lands to keep more citizens in town rather than commuting.

Urbanization can lead to a wide range of environmental impacts. Molalla plans to mitigate these impacts by providing adequate land, appropriate land use designation, the proper location of its urban growth boundary and judicious land use planning to reduce environmental impact in the Molalla Planning area:

- Water pollution can be caused by increased runoff from development, industrial waste and erosion when ground cover is removed. By providing adequate services to developing areas and protecting water resources during development water pollution can be reduced.

- Noise pollution is a result of urban development due to consideration of activities in a relatively small area. By locating services of noise away from residential areas and providing buffer shall reduce noise pollution.

Molalla's Urban Growth Boundary was established in 1981 to provide a 20-year supply of land. It is now nearly 30 years later, and the City has not updated its UGB. ~~Preliminary-Substantial~~ analysis indicates that Molalla currently does not contain an adequate supply of residential, commercial, industrial, or public land to meet the needs of the City. ~~The City will review the Urban Growth Boundary immediately to obtain the required 20-year inventory required by Statewide Planning Goal 10. However, as noted above, until such time as state law changes to allow the City to base its land needs on actual population growth rates or Clackamas County adopts a coordinate population projection for the City, the City is prevented from expanding the UGB to provide a 20-year land supply.~~

A land survey of the City shows 82% (1,326 acres including streets) of the City's land mass is currently developed. The remaining 282 vacant acres are in all land classifications. Residential lots vary from 5,000 square feet, mainly in the downtown section of the City, to over six (6) acres in size.

Commercial uses occur mainly along Main Street and Molalla Avenue and along Highway 211 and Highway 213. There is also limited commercial development at the intersection of Highway 211 and Mathias Road in the eastern section of the City.

## **ORS 197.298 Priorities for urban growth boundary expansion and Area Soils**

Once 20-year need has been demonstrated, ORS 197.298 requires that City's bring in rural residential exception areas into the UGB before farm or forest land resource land, and that lower quality soils be included before higher quality soils. Because much of Molalla's lower quality Class III and IV soils are hydric (wet) in character, and because wetlands are not suitable for meeting the City's planned growth needs, little purpose would be served by bringing unbuildable wetlands into the UGB.

Soil data is important in determining possible limitations for various potential uses on specific parcels of land. Further, the statewide goals require that plans be based upon an inventory of known hazards in an attempt to avoid such problems as development occurs.

Molalla is located in an area of soils called Concord-Clackamas-Amity and Briedwell Associations. These associations of soils have high seasonal water tables and a depth to hard rock of 20 to 40 inches. These soil types can be characterized within the silt classification as clay, gravel or loam; all being somewhat poorly drained.

Definition of Land Classification – The State has defined the soil types within Oregon by each county. For this purpose the City of Molalla will use the report for Clackamas County, which identifies eight (8) types of soils. These soils are classified with Roman Numerals I through VIII.

- Class I – Soils have few limitations that restrict their use.
- Class II – Soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.

- Class III – Soils have severe limitations that reduce the choice of plants that require special conservation practices, or both.
- Class IV – Soils have very severe limitation that reduce the choice of plants, require very careful management, or both. They are poor for cultivated crops. All four-capability classes can be used for pasture, woodland, and wildlife food and cover.
- Class V – Soils are not likely to erode but have other limitations, impractical to remove, that limit their use.
- Class VI – Soils have severe limitations that make them generally unsuitable for cultivation.
- Class VII – Soils have very severe limitations that make them unsuitable for cultivation.
- Class VIII – Soils and miscellaneous areas have limitations that nearly preclude their use for commercial crop production.

The soils in Molalla are generally Class II, III, and IV soils. There are very few areas with Class I soils. There are very few Class V, VI and VIII soils.

## **Proposed Land Efficiency Measures**

In response to rapid growth over the last seven years, the City has implemented provisions to establish a framework for efficient growth management:

1. Minimum density standards for all zones;
2. Increased opportunities for affordable housing types (small lot single family, attached dwellings, multiple family, and manufactured dwellings) in medium density zones;
3. A new high density overlay district to ensure that *only* multiple family construction occurs in certain areas of the community;
4. A Community Planning Area concept for more efficient land use and higher density housing mixes;
5. Design standards to allow and mitigate for these smaller lots and higher densities, while maintaining a small-town feel.

## *Urbanization Goals*

- *To adopt an urban growth boundary (UGB) which assures that adequate vacant buildable land is available for all uses to the year 2030.*
- *To coordinate with Clackamas County in order to manage the urban growth boundary and the conversion of land within the boundary for urban uses.*
- *To provide for the orderly and efficient provision of public facilities and services.*
- *To encourage development in areas already served by major public facilities before extending services to unserved areas.*
- *To plan for future growth opportunities recognizing the limitations imposed by farm and forest land immediately outside the existing UGB.*

- *To establish an Urban Reserve Area (URA) that protects land for future urban development over the next 50 years, consistent with state law.*

## **Molalla Urban Growth Management Policies**

The City believes that uncontrolled rapid growth can seriously impact the city's current living and working environment and overload available public facilities and services. The City recognizes the area will continue to grow and has taken on the responsibility to provide for anticipated growth.

State law requires the City to designate a 20-year supply of buildable land for planned urban development: that is, for needed housing, employment, and community services. State law and local policy also require that adequate public facilities be provided to serve this land and to ensure community livability. This plan seeks a balance of those factors by insuring that a reasonable service level of public facilities is maintained to support urban growth.

Molalla's rapid growth is clearly demonstrated within the current City Limits. There was twice as much development from 1996 to 2003 as was developed from 1979 to 1995. During this time the population in the City of Molalla has doubled.

## **Immediate Urban Growth Areas and Annexation to the City**

1. Urban development will be encouraged within the UGB consistent with applicable zoning standards and where other requirements of the Comprehensive Plan have been met.
2. The City will encourage a balance between residential, commercial, and industrial land use, based on the provisions of this Comprehensive Plan.
3. All lands in the City Limits are available for development when desired by property owners, consistent with and is consistent with the Comprehensive Plan, zoning and subdivision provisions.
4. Immediate urban lands are may be annexed to the City subject to approval of a master land development and conservation plan.
  - 4.1. Immediate urban lands are, by definition, those which can be readily served, at an adequate level, by public facilities and services identified in Part IV of this Plan.
  - 4.2. Efficient land use and provision of urban services will be maximized by encouraging new development at densities prescribed by the Comprehensive Plan and Land Use Ordinances, and through the infilling of partially developed lands.
5. The City will require master land development and conservation plans prior to – or in conjunction with – annexation of land to the City. Master plans shall show how and where:
  - 5.1. The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, school, fire, police, and park facilities, as called for in adopted plans and standards.
  - ~~5.2. Urban public facilities within the Urban Reserve Area (URA) can be provided efficiently with the above public facilities and services.~~
  - ~~5.3.5.2.~~ Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - ~~5.4.5.3.~~ Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.
- ~~6. The City recognizes that there is sufficient land within the South Exception Area to meet most identified 20-year land needs. Therefore, when Molalla expands its UGB in 2010, the South Exception Area will be considered as first priority for expansion. Land within the Molalla URA~~

~~that currently has resource (Exclusive Farm Use) zoning shall be planned and zoned for resource use until justified for inclusion within the Molalla UGB.~~

## ~~Managing Land within Future Urban Growth Areas within the UGB and on Rural Land within the URA~~

~~To assure consistency between the comprehensive plans and establish the City's interest in the area, the City shall jointly adopt Dual-Interest Area Agreements with Clackamas County for comprehensive planning of the land within unincorporated urban areas within the UGB—and within rural areas outside the UGB but within the Molalla URA.~~

- ~~7. The Urban Reserve Area (URA) will be established to provide sufficient land to accommodate Molalla's 50-year growth needs, thereby:
  - ~~7.1. Facilitating public facilities planning;~~
  - ~~7.2. Protecting land for future urban development; and~~
  - ~~7.3. Providing greater certainty in the land development process by identifying land that will be "first priority" for future UGB expansion.~~~~
- ~~8. The City shall work with Clackamas County to amend the DIAA to include an overlay map limiting land divisions to 10 or more within the URA, and five acres or more within the UGB.
  - ~~8.1. The development of existing lots of record and newly created lots of 10 or more acres shall be limited to single-family dwellings, agriculture activities, accessory uses which are directly related to the primary residential or agriculture use and necessary public or semi-public uses.~~
  - ~~8.2. Requiring interim development plans to ensure that the future provision of public facilities and services will not be impaired by the siting of permitted or conditional uses.~~
  - ~~8.3. This agreement will help the City of Molalla retain large land parcels for future development and assure consistency with the Comprehensive Plan and establish the City's interest in the Molalla Planning Area.~~
  - ~~8.4. The City shall review proposed plan amendments and new development within the UGB and URA for conformance with the Molalla Comprehensive Plan.~~~~
- ~~9. All land in the Molalla UGB is assumed to be available for annexation and/or development, consistent with the Comprehensive Plan, zoning, subdivision regulations, and the DIAA.~~
- ~~10. In order to protect development opportunities for large lot employment and public uses, new residential development shall be prohibited on such lands until annexed to the City.~~
- ~~11. Through implementation of the Molalla Comprehensive Plan and master planning requirements, the City shall work with Clackamas County and property owners to provide a sound basis for orderly and efficient urbanization by establishing complete communities that included balanced residential, commercial, industrial, parks, schools, fire, police, and transportation improvements.~~
- ~~12. The City is committed to working with property owners to provide adequate levels of public facilities and services to all urban land over the 20-year planning period.
  - ~~12.1. Adequate public facilities shall be provided to serve urban development and provide livable neighborhoods through the orderly and efficient provisions of such facilities.~~
  - ~~12.2. The costs of providing such facilities shall be borne by property owners and the community at large, to avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.~~~~
- ~~13. The City is committed to increasing in population density throughout the community in order to facilitate efficient transportation systems and consequent energy conservation.~~
- ~~14. Land within the Urban Reserve Area is considered first priority for inclusion within the UGB.~~

- ~~15. Quasi-judicial UGB amendments may be proposed at any time be proposed by individual property owners, by the City of Molalla, or by Clackamas County. However, UGB amendments must be consistent with this plan, the Clackamas County Comprehensive Plan, and OAR Chapter 660, Division 024 (Urban growth boundaries).~~
- ~~16. The City shall coordinate with Clackamas County to maintain large tracts of land efficient future urban development within the URA and unincorporated areas within the UGB.~~

## Planning/Zoning Procedures

The City is building out, with much less undeveloped property than in the past. Portions of the undeveloped areas are currently served with adequate public facilities for urban level development. Other areas are not adequately served and the service levels vary throughout the City.

Therefore, in order to provide a process to insure orderly development consistent with the availability of adequate public facilities, and to mitigate adverse impacts to existing neighborhoods and inventoried natural features, the City shall review development applications for conformance with procedures and standards set forth in the Molalla Municipal Code. The Development Code clearly defines the standards that must be met to obtain a Zone Change and/or Site Development Permit.

- ~~17.6.~~ The City shall encourage redevelopment activities and increased population densities based on clear and objective standards found in the Development Code.
- ~~18.7.~~ Development shall be coordinated with the extension of public facilities and services necessary to assure safe, healthy, and convenient living conditions.
- ~~19.8.~~ New development shall be encouraged at maximum densities prescribed by the Comprehensive Plan, subject to design standards found in the Development Code, and through the infilling of partially developed areas.
- ~~20.9.~~ Community Planning Areas may be used as a tool to focus on higher densities and various revitalization projects. These planning areas shall encourage walking and bicycle use. Key components of the Community Planning Areas shall include:
- ~~20.1.9.1.~~ A pedestrian orientation
  - ~~20.2.9.2.~~ Increased intensity of certain land uses
  - ~~20.3.9.3.~~ Public amenities, including pedestrian spaces and community facilities
  - ~~20.4.9.4.~~ Multi-modal circulation linkages and
  - ~~20.5.9.5.~~ Convenient access to commercial areas.
- ~~21.10.~~ The City may require that development along significant natural features shall include public access.
- ~~22.11.~~ The Comprehensive Plan shall include an inventory of significant natural features – Goal 7 natural hazards and Goal 5 resources such as stream corridors – and shall protect such resources based on clear and objective development standards.

**EXHIBIT LIST**  
**CP 2011-1, Molalla Comprehensive Plan**

<i>Ex. No.</i>	<i>Date of Exhibit</i>	<i>Author or source</i>	<i>Subject</i>
1	9-29-11	DLCD, Jennifer Donnelly	Comments on removal of UA discus., mark-up draft of Comp Plan
2	8-11-11	Chris Crean	Response to two comments in DLCD mark-up of Comp Plan
3	10-18-11	Molalla Comprehensive Plan and Development Code – Goal Findings and Conclusions, March 3, 2011	Findings related to Statewide Planning Goals for March 2010 draft of Comp Plan
4	10-18-11	Notices to DLCD, local media	---
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- \* Exhibits received during hearing
- \*\* Exhibits received during open record after hearing
- \*\*\* Oversize exhibits

**Fritzie, Martha**

CP2011-01  
Exhibit 1

**From:** Donnelly, Jennifer [jennifer.donnelly@state.or.us]  
**Sent:** Thursday, September 29, 2011 3:45 PM  
**To:** Glasgow, Clay  
**Cc:** Fritzie, Martha  
**Subject:** 002-11 Molalla PAPA  
**Attachments:** Comp plan draft review DLCD.DOC

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello Clay-

Thanks for the opportunity to review Molalla's comp plan, below are a few comments as well as an attached comp plan with comments that was originally submitted to Chris Crean this past July 2011. The document would benefit from being proof read for grammatical errors and greater clarity.

- The summary identifies that they will remove all references to the Urban Reserve Area and the associated 50-year population forecast. Further consistent with state law, the City will use the "safe harbor" provision for its 20-year population projection in the absence of a coordinated population projection adopted by Clackamas County.
- The city should revise section 2 to state that they indeed intend to use the safe harbor methodology for their projections and I recommend they summarize the other three analyses with their respective sources for comparison purposes, otherwise it confuses the reader. Further the statements "that they're prohibited from growth" due to not being able to rely on current data or information is not accurate. Our Goals encourage them to rely on accurate information (Goal 2) however population coordination must be in compliance with statutes and rules that govern land use.
- The proposal still has sections and tables that refer to a 50 year forecast form 2030 – 2060; for consistency purposes they should remove all data with the 50-year projections.

Attached is a copy of the Comp plan with comments that I originally did for Chris Crean this past July with comments and deleting the urban reserves sections.

Please let me know if you have any questions, we look forward to working with the City in the future.

Cheers,  
jennifer

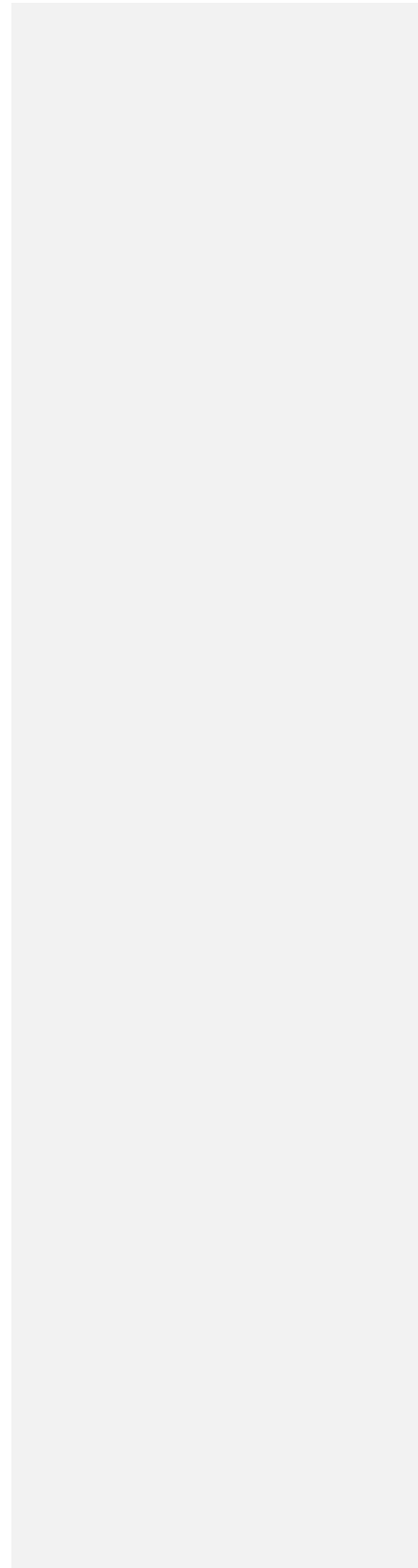
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**MOLALLA  
COMPREHENSIVE PLAN**

**Volume I**

**MOLALLA, OREGON**



**Volume I:**  
**MOLALLA COMPREHENSIVE PLAN**

City of Molalla

*Amended March 16, 2010*  
*General Ordinance 10-\_\_\_\_*

Prepared by:  
**The City of Molalla Planning Commission**

With advice from  
**Winterbrook Planning**

## ACKNOWLEDGMENTS

The following group of dedicated citizens gave several years of their time to help in the drafting of the 2010 Comprehensive Plan revisions for The City of Molalla. The City particularly appreciates the dedication and service of advisory groups and Molalla Planning Commission. Both groups worked beyond expectation to create a quality policy document that will carefully direct the community's land use and development. The City's appreciation extends to the local, state, and federal resource agencies who provided assistance and information, and to the many citizens and interest groups who participated in the public workshop process critical to the development of this plan.

### Advisory

#### Planning Commission

#### Professional Economic Development and Planning Services

- Winterbrook Planning (Portland, Oregon)
- Erik D. Hovee Associates (Vancouver, Washington)
- Cogan Owens Cogan (Portland, Oregon)

### Staff Support:

#### City of Molalla Planning Department

#### City of Molalla Public Works Department

## VISION

The vision that informs the 2010 Comprehensive Plan Update is:

***“Molalla –  
A recreationally oriented and family friendly community  
with a vibrant downtown and livable neighborhoods”***

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# PART I: MOLALLA'S COMPREHENSIVE LAND USE PLAN

## Molalla Comprehensive Plan Purpose and Organization

The Oregon Legislature mandated Comprehensive Land Use Planning with Senate Bill 100 (ORS Chapter 197). Under ORS 197, the Land Conservation and Development Commission (LCDC) was created and directed to adopt Statewide Planning Goals and implementing “administrative rules” that establish a framework for local planning.

The Molalla Comprehensive Plan (“the Plan”) is intended to serve the principal policy document for land use within Molalla Urban Growth Boundary (UGB). It is intended to guide physical development of the City. The Plan is organized to reflect applicable Statewide Planning Goals. It includes a Land Use Plan Map and text. The text of the Plan is presented in five parts that provide a framework for land use decisions:

- **Part I: The Land Use Planning Process** (Statewide Planning Goals 1 – Citizen Involvement and 2 – Land Use Planning)
- **Part II: Open Space, Recreation and Community Livability** (Statewide Planning Goals 5 – Natural and Cultural Resources, 6 – Air, Land, and Water Quality, 7 – Natural Hazards, and 8 – Recreational Needs)
- **Part III: Economic Development and Housing** (Statewide Planning Goals 9 – Economic Development and 10 – Housing)
- **Part IV: Public Facilities and Transportation** (Statewide Planning Goals 11 – Public Facilities and Services, and 12 – Transportation)
- **Part V: Urban Form and Growth Management** (Statewide Planning Goals 13 – Energy Conservation and 14 – Urbanization)

**Volume I of the Plan includes background text, goals, policies and implementation measures:**

- **Goals** state the general land use direction to which the City and County are committed.
- **Policies** are mandatory and must be addressed when making major land use decisions, such as comprehensive plan map amendments or zone changes.
- **Implementing measures** offer specific but discretionary steps to carry out plan policies.

The Plan is supported by Background Documents and is implemented by Functional Plans, Community Plans and the Molalla Development Code. The Plan also includes a Land Use Plan Map with general land use designations that control how land will be used over the 20-year planning period for the entire area within the Urban Growth Boundary (UGB). The City Zoning Map must be consistent with Land Use Plan Map and identifies which zoning districts apply to development within the City Limits. The Clackamas County Zoning Map determines how land can be used on an interim basis until it is annexed to the City.

The Plan Map illustrates the general land use concepts presented in the text of the Plan. The Plan Map shows the type, location and density of land development and redevelopment permitted in the future. The Land Use Map of the Comprehensive Plan shows land designated for Public, Industrial, Commercial, and

Residential use. However, the Plan text recognizes that certain combinations of uses can be beneficial and, therefore, language in the text provides for a mixing of those combinations through a Planned Development Review process. When interpreting the intent of the Plan, the text supersedes the map in the event of a conflict.

## **Supporting and Implementing Documents and Plans**

**The Comprehensive Plan is supported by a series of Background Documents, Functional Plans and Community Plans.** Community Plans and Functional Plans may be initiated by the City Council or Planning Commission at any time in response to community needs.

- **Background Documents – Volume II**
- **Functional Plans – Volume III**
- **Community Plans – Volume IV**
- **Implementing Measures – Volume V**

## **Volume II: Background Documents**

Background documents provide the factual and analytical basis for the goals, policies and implementing measures found in the Comprehensive Plan, but are not policy documents in themselves. The numbers and analysis found in background documents is expected to change over time. For example, the Buildable Lands Inventory will be updated regularly as land develops within the UGB. Therefore, periodic updates to these documents do not require an amendment to the Comprehensive Plan.

### **List of Background Documents**

- A. *Molalla Economic Profile* (E. Hovee, 2004)
- B. *City of Molalla Residential Land Needs Report* (Winterbrook Planning, 2009)
- C. *Buildable Lands Inventory Methods and Maps for Molalla UGB and URA* (Winterbrook Planning and the City of Molalla, 2007)
- ~~D. *Urban Reserve Findings* (Winterbrook Planning, 2010)~~
- ~~E.D. *Downtown & OR 211 Streetscape Plan* (July 2007)~~
- ~~F.E. *City of Molalla Historical Resources Inventory* (Projected 2010)~~
- ~~G.F. *Molalla Local Wetlands Inventory* (Pacific Habitat Services, 2004)~~
- ~~H.G. *Capital Improvements Plan Summary Findings and Recommendations* (City of Molalla, 1999 - 2004)~~
- ~~I.H. *Downtown Plan* (Cogan Owens Cogan, 2007)~~

**Comment [JD1]:** Please add a note that Urban reserves areas are not being added at this time.

## Volume III: Functional Plans

### Description

City functional plans further implement the Comprehensive Plan policies and recommendations regarding specific topic areas of interest or concern to the City. Functional Plans may include, but are not limited to, parks and recreation, housing, open spaces, natural resources development and conservation, historic resources, culture and the arts, economic development, environmental quality and other topic area or elements addressed in the Comprehensive Plan. City functional plans are prepared from time to time in response to community need and are intended to guide the development and implementation of related functional programs or activities conducted by City agencies.

The *Molalla Transportation System Plan* (TSP) and the *Molalla Public Facilities Plan* (PFP) are considered part of the Comprehensive Plan. The TSP includes street classifications, policies and standards related to transportation improvements. The PFP identifies the timing, location and general cost of sanitary sewer, water and storm drainage projects necessary to support planned development within the UGB. Both the TSP and PFP must comply with State statutes and regulations relating to portions of public facility plans required to be included in the Comprehensive Plan. Those portions of public facility plans required to be included in the Comprehensive Plan shall be adopted by ordinance as major plan amendments to the Comprehensive Plan Text or Land Use Map.

Master plans for sanitary sewer, parks, water, schools, storm drainage, airport, and transportation also support the goals, policies and implementing measures found in the Comprehensive Plan but are not policy documents in themselves. The projects, cost estimates, timing and funding sources found in public facilities plans are not intended to function as plan policies, unless explicitly adopted as part of the Comprehensive Plan. Such master plans typically are “accepted” by the City Council, but are not necessarily adopted by the City Council or County board. Public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to master facilities plans are not considered amendments to the Comprehensive Plan itself and their projections for growth and development are not limiting or overriding.

**Comment [JD2]:** And are considered to be background documents to the Comprehensive Plan. (unless they become part of the zoning code?)



## List of Functional Plans

- A. *Molalla Public Facilities Plan* (City of Molalla, 2007)
  - o *Molalla Wastewater Facility Plan* (Tetra Tech / KCM, 2000)
  - o *Molalla Water System Plan* (EAS Engineering, 1996)
  - o *Molalla Storm Water Master Plan* (2007)
- B. *Molalla Transportation System Plan* (Kittelson, 2001)
- C. *Molalla Park and Recreation Plan* (Projected 2009)
- D. *Molalla School District Facilities Plan* (2007)

Comment [JW3]: Did this happen?

## Volume IV: Community Plans

A “community plan” means any plan, planning document or coordinated set of planning policies which establishes coordinated policies and development guidelines for the development of land uses and development activities within a specific geographic area of the City. A community plan is more detailed than the Comprehensive Plan and has Comprehensive Plan status and function relative to the specific geographic area to which it applies. A community plan may contain a map, policy statements and recommendation relating to development densities, public facility and utility improvements and the arrangement of land uses to guide future land use decisions and implementing measures for its geographic area. A community plan must be consistent with the Comprehensive Plan.

Community plans shall be adopted by the City Council as major plan amendments to the city’s comprehensive plan text or land use map as applicable.

## List of Community Plans

## Volume V: Implementing Measures

## List of Implementing Measures

### A. *Molalla Development Code*

Molalla Development Code (MDC) contains zoning districts, development standards and land use decision-making procedures for implementing the Molalla Comprehensive Plan, functional plans and community plans. The MDC will be amended to implement the policies of the Plan in Phase II of the 2006-08 growth management process. The MDC consists of two basic parts:

- A map of the zoning districts as they are assigned to lands within the City.

- Text that spells out in detail the standards of each zoning district and related review and amendment procedures.

Since the development code is the primary implementation tool of the [Comprehensive](#) Plan it must reflect the land use designations and policies set down by the Plan. Further, it must deal with those specific items which the plan is not intended to deal with such as permitted and conditional use, minimum lot sizes, yard setbacks, parking, and other special requirements

**B. Molalla Public Works Design Standards**

**Comment [JW4]:** Do these exist? Need brief description.

**C. Molalla Capital Improvement Program**

**Comment [JW5]:** Need description.

**D. Intergovernmental Agreements**

Clackamas County is a partner in the successful implementation of Molalla Comprehensive Plan. Since Clackamas County retains jurisdiction over unincorporated areas within Molalla UGB until land is annexed to the City, the City Council and County Board have adopted an intergovernmental agreement that spells out roles and responsibilities for land use review and decisions within the Molalla UGB. The City may also enter intergovernmental agreements with other partners in land use planning, such as the Oregon Department of Transportation (ODOT).

**Geographical and Historical Context**

The City of Molalla is a fast growing rural community located in the southwest section of Clackamas County. Molalla is approximately 14 miles south of Oregon City via State Highway 213, approximately 25 miles northeast of Salem, and approximately 27 miles southeast of Portland. The terrain in the study area is level to gently sloping. The highest point within the City Limits is 371 feet elevation. The surrounding area around Molalla is generally used for agricultural purposes. The Molalla River is located about a mile east of the 2006 UGB.

William Russell took up the first land claim in 1840. The fertile soil, ample water and rich grasses of the Willamette Valley soon lured other settlers to follow. Soon the land, once the favorite hunting ground of the Native American, was under cultivation. Ten years later on April 9, 1850, the first post office was established near the present site of Liberal, approximately three miles to the north of the City. The post office was discontinued at Liberal in 1851, records do not give the exact location, but it is assumed on December 7, 1868 the Post Office was reestablished in Molalla.

Legend has it that two pioneer trails, east-west and north-south, met at the present intersection of Molalla Avenue and Main Street, and naturally By 1856 Molalla was a thriving agricultural center with the first school and a general store opening a year later. Molalla developed rapidly as an important trade center and later, as a lumber-manufacturing town.

The year 1913 seemed to be the magical year for Molalla the first railroad, the Willamette Valley Southern, steamed through town. With the railroad came a new post office, a new school, and the first weekly newspaper. The first Molalla Buckeroo was held in 1913, the year the City incorporated.

The name “Molalla” has had many different spellings over the years, and there are a number of theories as to its origin. William Hatchette “Uncle Billy” Vaughan, a pioneer of 1885, claimed that the name originated from two Chinook Indian words, “moolek” for elk and “olilla” for berries, both plentiful in the mountain region during that time. Whatever the case, the 27 different spellings have evolved into one and the community has settled on the spelling “Molalla”.

Molalla has a temperature maritime climate with dry, moderately warm summers and wet, with mild winters. The prevailing winds are from the west and northeast in the summer and from the south and the southwest in the winter. Periods of easterly winds bring cold, clear weather in winter and exceptionally dry, hot weather in the summer. About 60 percent of the annual precipitation occurs from November through February while only about 10 percent occurs from June through September. In winter temperatures below 10 degrees and summer temperatures above 100 degrees are rare. Snowfall records are not kept for Molalla, however Salem is the nearest City where records are kept, and averages 6.2 inches of snow per year.

Molalla has blessed with a wealth of local and regional recreation opportunities which enrich the City’s livability and desirability. The City, County, State and the local school district all contribute to the provisions of parks, recreational facilities, and activities in and around Molalla. The City’s proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30-40 minute drive. The ocean beaches, Mt. Hood and other Cascade Mountains and several campgrounds, rivers and lakes are within a two hour drive, providing the citizens of Molalla within a couple of hours drive, thus providing an abundance of recreational activities.

## **GOAL 1 – CITIZEN INVOLVEMENT**

The purpose of Statewide Planning Goal 1 - Citizen Involvement is:

*To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

### ***Background***

Statewide Planning Goal 1 requires cities and counties to adopt and publicize a program for citizen and agency participation in “all phases of the planning process”. The citizen involvement program should be appropriate to the scale of the planning effort and provide information that enables citizens to recognize and comprehend the issues. The City has long recognized the importance of citizen involvement in the land use planning and decision-making process. The following goals, policies, and implementation measures provide support and guide future citizen and agency involvement in the Molalla planning process.

### ***Citizen Involvement Goals and Policies***

#### **Molalla Citizen Involvement Goal:**

*Encourage and provide means for interested citizenry and affected governmental agencies to be involved in all phases of the land use planning process, on individual cases and city-wide programs and policies.*

#### **Citizen and Agency Involvement Policies**

1. The City of Molalla shall assign the Molalla Planning Commission as the officially recognized Citizen Advisory Committee (CAC).
2. The City shall coordinate with County and State agencies with an interest in Molalla’s planning programs and policies.
3. The Planning Department shall keep copies of the Comprehensive Plan, the City’s land use code, adopted Community Plans and Functional Plans on file at City Hall for inspection by the public.
4. Copies of adopted plans shall be provided to the public and affected agencies at a reasonable cost.
5. The City shall provide for a wide range of public involvement in City Planning programs and processes. The City should:
  - 5.1. Provide user-friendly information to assist the public in participating in City planning programs and processes, including available sources of media ranging from television (when available and free), radio (when available and free), newspapers, mailings, and meetings to provide for the highest involvement from citizens.
  - 5.2. Provide information for public review while it is still in “draft” form, thereby allowing for community involvement before decisions are made.
  - 5.3. Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Charges.
  - 5.4. Provide data to those interested citizens in non-technical and understandable terms.

- 5.5. Clarify the process in which citizens can understand while at the same time adopting procedures to allow interested parties reasonable access to information on which public bodies will base their land use planning decisions.
- 5.6. Provide data that is broken down giving all parties an understanding of the issues. This includes technical data submitted by other parties.
6. The Planning Commission may hold periodic public meetings to discuss planning issues and projects of special concern to the City.
7. To maintain the qualifications to act as the CAC the Planning Commission should:
  - 7.1. Schedule public hearings/meetings to carry out its responsibilities as the CAC.
  - 7.2. Assist the City Council as a task force for gathering information, and by sponsoring public meetings and/or evaluating proposals on special projects relating to land use and civic issues. The Planning Commission should also assist the City Council and officials in communicating information to the public regarding land use and other issues.
8. The Planning Commission should conduct informal work sessions where necessary to engage the general public in an interactive discussion. These sessions should provide an open and informal exchange of ideas among the members of the general public and the Planning Commissioners. Such meetings should occur at a minimum of two times a year. The City shall provide notice of such meetings in the local paper at least two weeks prior to the meeting.
9. In preparing public notices for Planning Commission meetings, staff will clarify the type of meeting to be held. These meetings should be identified by date, time, place, and topic so interested citizens can participate.
10. Draft documents shall be distributed to such agencies and utilities requesting comments. Comments shall be considered by the City and kept on file. Elements of this plan shall be coordinated with State, County and local agencies, which have an interest.
11. The Planning Commission and the City Council should establish and maintain an effective and continuing communication and dialogue with the various segments of the community on the Comprehensive Plan, Plan implementation measures, Community Plans, Functional Plans and City programs that implement the Comprehensive Plan.
12. The Planning Commission and City Council should hold a minimum of two joint meetings per year where the public may attend to ask questions.
13. At the onset of the citizen involvement program, the governing body should clearly state the mechanism through which the citizens will receive a response from the policy-makers.
14. Comments and recommendations resulting from the public involvement programs established for major and minor revisions of the Comprehensive Plan, City's Land Use Code, adopted Community Plans and Functional Plans should be collected and summarized by staff.
  - 14.1. Copies of the summarized comments will be made available for public review at the City Planning Department.
  - 14.2. Planning Commission recommendations and City Council decisions on major and minor revisions to the Plan, Community Plans, and Functional Plans and the rationale relied upon by policymakers to reach such recommendation and decisions should be made available to the public in the form of a written record.
  - 14.3. The City should assure that recommendations relating from the citizen involvement program are retained and made available for public assessment. Citizens who have participated in this program should receive a response from policy makers.

## GOAL 2: LAND USE PLANNING

The purpose of Statewide Planning Goal 2 – Land Use Planning is:

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

### Background

Molalla began its first comprehensive planning process in of 1975, by forming a citizens' advisory committee (CAC). By 1980 the CAC completed the Molalla's first Comprehensive Plan that was generally consistent with the statewide planning goals adopted by the Oregon Land Conservation Development Commission (LCDC). Many notices and articles were published to provide citizens an opportunity to assist in the preparation of the Comprehensive Plan. Since that time, the Molalla Comprehensive Plan has guided growth and development in the City.

Molalla's 1980 Comprehensive Plan was adequate for its time. In 2002, the City determined a major revision to the Comprehensive Plan was necessary to address rapid population growth, changes to the City's economic base, and the City's recreation-based and family-oriented identity.

Over the last five years, the City has:

- Conducted extensive reviews of the Molalla Comprehensive Plan and Development Code;
- Prepared a detailed economic analysis and population projection;
- Prepared draft downtown plan
- Parks & Recreation plan;
- Conducted a residential land needs analysis and buildable lands inventory;
- Held scores of planning commission meetings.

The City is now completing ~~adoption of this document (the 2010 Molalla Comprehensive Plan), extensive revisions to the Molalla Development Code and a new Parks and Recreation Master Plan, the first phase of a two-phased comprehensive planning process:~~

- ~~1. Phase 1 includes adoption of this document (The 2010 Molalla Comprehensive Plan) and:
  - ~~a. Extensive revisions to the Molalla Development Code,~~
  - ~~b. Adoption of the Parks and Recreation Plan, and~~
  - ~~c. Establishment of Molalla's 50-year Urban Reserve Area (URA)~~~~
- ~~2. Phase 2 includes expansion the City's 20-year Urban Growth Boundary (UGB) and adoption of:
  - ~~a. Additional revisions to the Molalla Development Code,~~
  - ~~b. Revisions to the Molalla Transportation Systems Plan.~~~~

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The updates will provide for the coordination of both the growth and development projections and timing of facility expansions.

## Population Projection

In order to maintain and update Comprehensive Plans and UGBs, a “coordinated” population projection is required by ORS 195.036. Population projections must be coordinated by the designated coordinating agency, in this case Clackamas County. The combined sum of projections for incorporated cities and rural areas in the County must roughly equal the projection for the county as a whole (the county “control total”).<sup>1</sup> The control total usually comes from the long-term population projections developed by the Office of Economic Analysis of the State Department of Administrative Services.<sup>2</sup> The most recent OEA projections were released in 2004. The 2010 census data from the U.S Census Bureau is also available. The analysis from E.D. Hovee shows an overall growth rate of 2.0 percent for the period from 1980 to 2003. The U.S. Census data shows a growth rate of 3.7 percent for the ten-year period from 2000 to 2010, and an average annual growth rate of 3.4 percent for the 50-year period from 1960 to 2010.

Population projections serve several purposes. First they allow cities to estimate the amount of infrastructure capacity to provide. This ensures that cities have sufficient public facilities capacity to accommodate projected growth. Next, it allows cities to develop estimates of how much housing, park, school, institutional, commercial, and industrial space will be needed over the planning period. These estimates in turn allow for a determination of how much land will be needed to accommodate that growth. Finally, the amount of land needed for growth can be compared with the City’s buildable lands inventory to determine whether sufficient land is available to accommodate 20 (or more) years of growth.

However, in the absence of action by Clackamas County to adopt a population projection for the City of Molalla, the City cannot rely on the available data to project or plan for population growth and must base their population forecast on the safe harbor method outlined in OAR 660-024-0030 (4) and ORS 195.034(2).

As described in the Molalla Population Projections (2010-2060) memorandum (Winterbrook, 2009), Molalla has a two-part population projection—an estimate of 20-year population growth, and a forecast for 30 years beyond that. Molalla’s initial 20-year estimates were based on analysis by E.D. Hovee and Company, a respected demographic firm, and resulted in a growth rate of 2.9% through 2025. However, Clackamas County is currently unwilling to engage in a population coordination process. So it appears unlikely that the City will be able to use a demographer’s analysis and projections as the basis for a 20-year “coordinated” population projection.

So rather than rely on the Hovee analysis, Molalla’s 20-year estimate is based on methodology comparable to the “safe harbors” allowed by ORS 195.034(2) and OAR 660-024-0030(4). These “safe harbors” link City growth forecasts directly to overall County growth. While inconsistent with professional demographic projections, this estimate provided a base to work from for analysis of Urban Reserve Area (URA) needs through the year 2060.

<sup>1</sup> The projections for incorporated cities includes all lands within the existing Urban Growth Boundaries (UGBs) of those cities. In short, the projections are for growth in the UGBs.

<sup>2</sup> While most coordinating bodies use the OEA projections as the basis for coordination, there is no statutory requirement that the OEA projections be used for coordination. The U.S. Census data provides an additional reliable source of information on population growth.

~~To be clear, the 20 year estimate is not intended to be a “coordinated population projection” for Urban Growth Boundary (UGB) purposes. Molalla should update the 20 year projection when it engages in future UGB analysis. Molalla’s 20 year estimate results in a 2030 population of 10,532.~~

### 2060 URA Population Projection

The further out a population projection goes, the less reliable it becomes. This is especially true for smaller jurisdictions, where events such as the gain or loss of a single large industrial employer can have significant impact on the area population, and development of a large subdivision will comprise a substantial portion of the City’s projection. Lifestyle and migration patterns, key components of population growth, are logically less clear as we look into the future. It is important for cities to monitor actual population growth, so that they may adjust and modify plans and projections to account for variances.

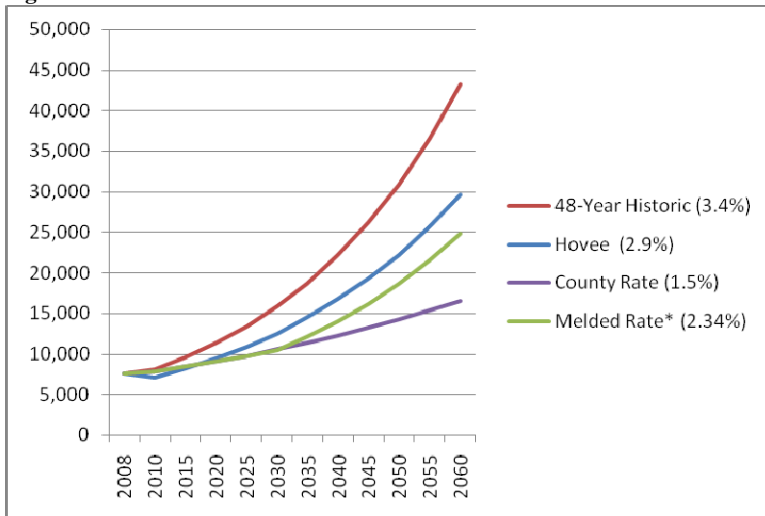
~~There are no coordinated population projection requirements, or “safe harbors” for Urban Reserve population projections.~~

Figure 1 below provides four different looks at potential long range population growth for Molalla.

As shown on Figure 2-1:

- Should Molalla continue to grow from 2010-2060 at the same rate it grew from 1960-2008, it would reach a population of 43,183.
- If Molalla grows consistent with the rate estimated by Hovee through 2025 (2.9%), and continues to grow at a similar rate through 2060, Molalla would reach a population of 29,581.
- If the City planned to grow at the same rate as Clackamas County for the next 50 years (approximately 1.5%), Molalla’s planned 2060 population would be 16,462.
- Matching the County rate to 2030 (safe harbor) and extending the Hovee rate (2.9%) from 2030 to 2060 would result in a population of 24,829, and an overall “melded” growth rate of 2.34%.

**Figure 2-1: 2008-2060 Growth Scenarios**





Winterbrook Planning, 2009

\* Melded Rate is Safe Harbor (1.5%) through 2030, Hovee (2.9%) through 2060

~~Molalla opted to use the “melded rate” scenario for Urban Reserve planning — an assumption of a more demographically consistent rate for 30 years beyond the “safe harbor” UGB timeframe. This results in an overall 2008-2060 growth rate of 2.34%. This conservative melded rate is about a third less than the observed growth rate in Molalla since 1960, but provides a reasonable population basis for long range public facility planning purposes. The forecast using the melded rate results in a 2060 population of 24,829.~~

Despite the availability of recent, accurate and reliable information regarding population growth in Molalla, state law prohibits the City from using this information to plan for future growth until such time as Clackamas County adopts a population projection for the City which, as of the date this Comprehensive Plan was adopted, the County has declined to do. Therefore, the City is prohibited from planning for future growth at this time.

## Comprehensive Plan Revision and Interpretation

Comprehensive plans or maps must adjust to changing attitudes and desires, economic and social conditions, and technology. Molalla’s Comprehensive Plan will undergo reviews every 5-10 years, ~~or through the “periodic review” process as required by state law,~~ to assure that this document remains an up-to-date and workable framework for development. ~~If changing conditions indicate that review of the Plan’s Goals and Policies are warranted between the required Periodic Review periods, the City Council or Planning Commission may initiate modifications at any time.~~ Any citizen or group may file the appropriate paper work and pay the appropriate fees to apply for a plan amendment. The Planning Commission and the City Council shall review proposed plan amendments as received. Formal direction for the City-wide Urban Growth Boundary expansions may only come from the Planning Commission or City Council.

**Comment [JD6]:** Molalla is not required by law to go through PR.

Once public hearings before the Planning Commission and the City Council have been concluded and the plan has been officially adopted, it becomes the official policy statement of the City Council of the City of Molalla. The Planning Commission and Planning Staff are authorized to interpret the standards and requirements of either the text or maps of the Comprehensive Plan. The City Council shall have final authority for the interpretation of the text and/or the map when such matters come before the City Council for consideration.

## Major and Minor Plan Amendments

All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in this plan. Major and minor plan amendments are described below:

- A **major amendment** means any significant change to the Comprehensive Plan text or map initiated by the City Council or Planning Commission. A “major change” is one that refines, amends, or changes both the plan text and map, has an effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences. Major plan amendments include but are not limited to plan amendments that incorporate community plans as

part of the Comprehensive Plan or use portions of the public facility plans as part of the Comprehensive Plan in accordance with State statute and regulations implementing Statewide Planning Goal 11.

- A **minor amendment** means change to the Comprehensive plan, which is not a major plan amendment. Minor plan amendments include all quasi-judicial, site-specific amendments to the Comprehensive Plan Map.

## ***Jurisdictional Boundaries and Urban Growth Management***

The Molalla Urban ~~Reserve Area (URA) and Urban~~ Growth Boundary (UGB) contains land under both City and County jurisdiction. The establishment and change of the UGB ~~and URA~~ is a joint process that requires approval from both the Molalla City Council and the Clackamas County Board of Commissioners. To ensure consistency, the City and County coordinate efforts to manage all lands within both of these boundaries. The policy document used for this purpose is the "Urban Growth Management Agreement."]

Molalla has land use decision making authority within the Molalla City Limits. Annexation to the City is required for urban services necessary to support urban level development. The intent is maintain an adequate supply of buildable and serviceable land within the City Limits to assure that there are choices in type, location, and density or intensity of residential, commercial, industrial and public facilities development.

Clackamas County is responsible for making land use decisions outside the City Limits but within the Urban Growth Boundary (UGB) ~~or Urban Reserve Area (URA)~~. The City intends to enter into and maintain an intergovernmental agreement with Clackamas County to allow the City to prepare long range plans for the properties within Molalla's planning area and outside the City Limits. The City will actively participate in the land use planning decisions of nearby jurisdictions that may have an effect on Molalla.

## **Planning Process Goals**

- To comply with the Statewide Planning Goals and assure that changes to this Plan comply with these goals.
- To participate with other jurisdictions and special districts to assure appropriate land use and related issues are coordinated.
- To assure that to the extent possible, land use reviews minimize cost and delay in administration.
- To implement the community vision through the comprehensive planning process.

## **Periodic Review**

~~During the 4-10 years period between scheduled major reviews of the Comprehensive Plan pursuant to ORS 197.628 periodic review requirements, Pursuant to ORS 197.629,~~ the City Planning Commission, with the assistance from the Planning Department, ~~should~~ may review the Comprehensive Plan and ~~may~~ initiate major or minor revisions of the plan in order to address city wide or community needs. As part of this responsibility, the Planning Commission ~~should~~ may schedule and conduct a biennial public plan review process to consider requests for plan revisions from any property owner, city agency, government agency, or business or community organization.

## ***Planning Roles***

The following describes the roles of the Planning Director and Planning Commission:

- The **Planning Director** shall keep copies of the comprehensive plan, the city community development code, adopted community plans and functional plans on file at city hall and at all branches of the city library for inspection by the public. The Planning Department shall notify citizens and government agencies that copies of such adopted plans are available for public review and distribution. The Planning Department shall notify citizens and government agencies that copies of the adopted plan are available for review.
- The **Planning Commission** considers and reviews amendments to the Comprehensive Plan, Functional Plans, Community Plans and the Molalla Development Code. The Planning Commission also acts as a decision-making body in reviewing quasi-judicial land use applications. At its discretion, the Council may assign this quasi-judicial review function to a land use hearings officer.

## **PART II: OPEN SPACE, RECREATION & COMMUNITY LIVABILITY**

### **GOAL 5: NATURAL AND HISTORIC RESOURCES**

A purpose of Statewide Planning Goal 5 is:

*To conserve open space and protect natural and historic resources.*

#### *Urban Natural Resources*

This section of the plan focuses on urban natural resources. Generally, all intensive urban development creates conflicts with natural resources such as wetlands, riparian corridors, and wildlife habitat. However, careful management within and adjacent to these areas can significantly reduce these conflicts and increase public safety by controlling development in hazardous areas. The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats. Uncontrolled development of adjacent properties could diminish the natural quality of these areas.

In Molalla, urban natural resources such as fish and wildlife habitat and riparian vegetation, are associated with significant wetlands and stream corridors. In 2004, the City adopted a “local wetland inventory” (LWI) that describes and maps significant wetlands and streams within the 2006 Molalla urban growth boundary (UGB). Most significant wetlands are associated with the creeks and natural drainageway described below.

As shown on LWI maps, the Molalla UGB area has three drainage basins:

- The northeastern portion of the UGB is within the Molalla River basin; drainage from this basin flows northeastward via a natural drainage way to the Molalla River.
- The central portion of the UGB is within the Creamery Creek basin; Creamery Creek flows diagonally from the southeast to the northwest before reaching the Molalla River north of the UGB.
- The southern portion of UGB is within the Bear Creek basin. Bear Creek joins Kaiser Creek (located south of the UGB) to flow to the Pudding River many miles to the west.

Because the LWI addressed wetlands within the 2006 UGB, it did not include two large concentrations of hydric soils located northeast and east of the 2006 UGB on predominantly Class IV agricultural soils. These “farmed” wetlands are located along Vaughn Road northeast of the 2006 UGB, and generally south of Feryer Park Road east of the 2006 UGB.

## **Water Resource Goals and Policies**

The City is committed to working with Clackamas County to protect Molalla's natural water resource areas as the UGB is expanded and urban development occurs over time. The Goal 5 administrative rule (OAR Chapter 660, Division 23) includes "safe harbor" provisions for protecting locally significant wetlands and riparian corridors. As part of the 2010 plan update process, the City has adopted provisions to protect significant wetlands and riparian corridors within the ~~existing and expanded 20-year UGB and 50-year Urban Reserve Area (URA)~~.

### **Water Resources Goal:**

*Coordinate with Clackamas County to protect riparian corridors and wetlands – and associated open space, fish and wildlife habitat and riparian vegetation— within the Molalla Urban Growth Boundary (UGB) ~~and Urban Reserve Area (URA)~~.*

### **Water Resources Policies**

1. Consider the results of the Molalla Natural Resources Report as a means of addressing potential environmental consequences prior to expansion of the Molalla UGB.
2. Adopt Goal 5 "safe harbor" provisions to protect significant riparian corridors and wetlands within the expanded Molalla UGB.
3. Maintain natural wildlife corridors along protected creeks and drainageways.
4. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.
5. Provide for residential density transfer from protected water resource areas to adjacent buildable land.
6. Conserve significant trees and vegetation within protected water resource areas.
7. Require planting of native vegetation/trees within protected water resource areas.
8. Development projects that may have an impact on natural resource areas as identified on the LWI map shall be reviewed by the Division of State Lands (DSL) for possible mitigation.

## **Historic and Cultural Resources**

The identification, protection and preservation of historic and cultural resources are important to the character and quality of life in Molalla. Without the preservation of these resources, citizens will forever lose their accessibility to the history, and events that fashioned the character of Molalla today. Long term public acceptance and support for historic preservation comes through public awareness and understanding. Over time, the citizens of Molalla have begun to realize that the preservation of their past is important. Historical resources are becoming a source of pride, education and enjoyment for residents and visitors alike. The economic aspects and benefits of preservation are also being explored. However, rapid growth and development threaten the existing historic fabric in the downtown core and residential neighborhoods. Historical buildings continue to fall into disrepair and/or are being drastically altered from their historical appearance.

A brief history of Molalla is included in the introduction section of this plan. Two homes in the study area are included in the statewide Inventory of Historic Sites and Buildings:

- The Dibble House (c. 1859), a three quarter New-England saltbox, is listed in the National Historic Register.
- The Vonder Ahe (Von-derahe) House (c. 1865) was moved to its present site in 1973.

Both structures are situated on the same property located on Molalla Avenue between Metzler Avenue and 7th Street. The half-acre site and structures are owned and maintained by the Molalla Historical Society.

## Historic Resources Goals and Policies

Identification and management of cultural resources promotes public awareness and appreciation of the community's history, advances community pride and identity, contributes to the community's economy, and enhances local property values. The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contributes to the overall character of Molalla. The City, therefore, will cooperate with the Molalla Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City shall determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed. These sites shall be incorporated into the City's recreation theme to emphasize their importance to the City.

### Historic Resources Goal:

*Inventory and preserve historically significant sites and structures within the Molalla Urban Growth Boundary.*

### Historic Resources Policies:

1. Highlight the City of Molalla's role in the development of the Willamette Valley through preservation and retention of historic structures, areas, sites and cultural resources throughout the City.
2. The City shall strive to incorporate the historic sites as a part of the recreational community plan.
3. Encourage the preservation of the Dibble House and Vonder Ahe House in their original character.
4. Cooperate with the Molalla Historical Society and State Historical Preservation Office as necessary to identify and protect other significant cultural resources in Molalla. Encourage new development within the City to be harmonious in appearance with the historical character of the community.
5. Recognize and comply with applicable State and Federal Statutes governing protection of cultural resources.
6. Investigate the possibility of receiving funding and tax benefits from the federal, state and local levels in order to support historic preservation.
7. The City shall work closely with property owners and all interested parties to identify and encourage the preservation of cultural resource sites within the planning area.
8. The exterior of designated historic buildings should be rehabilitated to their original, architectural quality with careful application of design standards relating to signage, architectural detail and ornamentation.
  - 8.1 The exterior of historic buildings in the core area should be rehabilitated to their original architectural quality.
9. The City shall foster community pride and a sense of identity based on the recognition and use of City owned historic and cultural resources.
10. The City shall incorporate the historical and cultural resources into Molalla's recreation theme.
11. Historic inventories shall be adopted as a supporting document to the Comprehensive Plan.
12. Emphasis shall be placed on the preservation of the site and/or exterior appearance of historic and cultural resources.

13. There shall be careful application of design standards relating to signage, architectural detail and ornamentation.
14. The Planning Department shall work with Clackamas County, State of Oregon and the Federal Government when applicable on all historic building remodels.

## GOAL 6: ENVIRONMENTAL QUALITY

The purpose of Statewide Planning Goal 5 is:

*To maintain and improve the quality of the air, water, and land resources of the state.*

### *Background*

Statewide Planning Goal 6 requires cities and counties to maintain and improve the quality of air, water and land resources.

### **Air, Water and Land Resources Goal**

*The City of Molalla, recognizing that the health, safety, welfare, and quality of life of its citizens may be adversely affected by air, water and noise pollution, supports efforts to improve air and water quality and to reduce noise levels.*

### **Goal 6 Policies**

1. Support and participate in the implementation of state and regional plans and programs to reduce pollution levels.
2. Continue to maintain healthful ground and surface water resources, to prevent contamination of drinking water.
3. Discourage the development of noise-sensitive uses in areas of high noise impact.
4. Ensure that all State and Federal regulations for air, water and noise quality are met.
5. The City, County and DEQ shall cooperate to perform more thorough monitoring of the air quality of the Molalla urban area, and shall work with DEQ to ensure that State and Federal ambient air quality standards shall not be exceeded.
6. The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.
7. Continue to utilize performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial and commercial uses.
8. Land use activities, which result in conflicting impacts on the air, land, or water, shall be separated and/or buffered to minimize the negative effects of the conflicting activities.
9. Cooperate in the development and implementation of regional efforts to maintain and improve air water and noise quality.
10. Prior to approval of a legislative or quasi-judicial action, the City shall notify all appropriate agencies as per State Statute and Rule to solicit comment on the proposal with respect to air and water quality, and noise levels.
11. Encourage public sewer extensions into areas served by private septic systems.
12. Limit noxious and fugitive air emissions that create a public nuisance and have a negative effect on livability in the community.
13. Evaluate noise problems throughout the urban area, and if appropriate, adopt a noise impact overlay zone.



14. Establish and implement a mechanism to receive and report complaints regarding the quality of air, water and noise pollution.
15. Monitor air quality, and if appropriate, adopt threshold air emission standards.

## GOAL 7: NATURAL HAZARDS

The purpose of Statewide Planning Goal 7 is:

*To protect life and property from natural disasters and hazards.*

### *Background*

The Molalla area is subject to a number of potential natural hazards, including:

- Flooding – associated with the Molalla River
- Slope Hazards – generally south of town
- Earthquakes – associated with weak foundation soils

Each type of natural hazard is discussed below.

### **Slope Hazards**

Slopes of 25% or greater are subject to slide and erosion hazards and are considered “unbuildable” for purposes of meeting the City’s future housing needs. Such areas require geological analysis prior to extensive tree removal, excavation or construction. Steeply sloped areas within the 2006 Molalla UGB are limited to stream embankments within riparian areas, and have very little impact on buildable land supply. However, an escarpment south of the 2006 UGB includes slopes of 25% or greater, which is a consideration in long-range planning analyses.

### **Seismic and Fault Hazards**

Oregon is located within the circum-Pacific belt of crustal instability along with California, Washington, British Columbia and Alaska. All of these states and provinces, which border the Pacific Ocean, have received violent earthquake shocks in recent years. Since 1841, the state has experienced 167 earthquakes and of these, 47 were centered in the Portland vicinity. Molalla experienced an earthquake in March of 1993 with a magnitude of 5.7 centered approximately 13 miles southwest of the City.

### **Flood Hazards**

Flood hazards are shown on Federal Emergency Management Agency (FEMA) maps and on the BLI. These maps show the floodway, 100-year floodplain, and 500-year floodplain associated with the Molalla River. Protection of riparian areas associated with Molalla’s creeks will also protect nearby development from periodic flooding.

## *Natural Hazards Goals and Policies*

### **Natural Hazards Goal:**

*To protect life and property from natural disasters and hazards.*

### **Natural Hazards Policies**

1. Areas subject to natural disasters and hazards shall be inventoried, designated on the Comprehensive Plan Map, and the degree of hazard and disaster potential determined. This information shall be used to determine the suitability of a location for development and. Lowering density requirements and intensity of development from what the land is designated shall be considered an appropriate limitation on a use in a natural disaster and hazard area.
2. To protect life and property within the planning area from natural disasters and hazards, developments capable of causing damage to other property or resulting in loss of life shall not be allowed in known natural disaster or hazards areas without appropriate safeguards.
3. Land shown on the Buildable Lands Inventory with slopes of 25% or greater shall be considered unbuildable for purposes of calculating residential density. Limited development may be permitted consistent with the recommendations of a professional geologist.
4. Land within the 100-year floodplain shall be considered unbuildable for purposes of calculating residential density, and unsuitable for purposes of meeting employment needs. Limited development may be permitted consistent with the City's floodplain regulations.
5. The City of Molalla and Clackamas County have completed an emergency network plan and shall continue to work cooperatively with Clackamas County.

## GOAL 8: RECREATIONAL NEEDS

The purpose of Statewide Planning Goal 8 is:

*To satisfy the recreational needs of the citizens of the state and visitors.*

### *Background*

As of 2006, the City of Molalla owns 76 acres of park land, including eight parks and a variety of public and private recreational sites and facilities, both inside and outside of the 2006 UGB. The City's recreational facilities help define the "livability" of the community.

### Public Parks

The following public parks are located within and near the 2006 Molalla UGB:

- **Clark Park** is 10.15 acres in size and lies in the northeastern portion of the City. This park has one softball field and a grove of trees that contain a play structure as well as benches and barbecue areas, restrooms, covered picnic area, and concession stands. This area lies directly west of the Molalla Buckeroo Grounds. The high school uses these fields for school sports during the school year.
- **Oddfellows Park** is .05 acres in size and lies in the downtown area. This small pocket park has a few benches and a mural.
- **Ivor Davies Park** is 38 acres in size and is located south of 8th street along Mathias Road. This park is currently outside the urban growth boundary. This park has been modified to include a walking trail, which ties into 5th Street. This park's natural setting with a large pond lying within it makes this park a nice area for picnics and family gatherings giving the feel of a natural area.
- **Molalla Aquatic Center** is located directly across the street from the Molalla High School on Frances Street. The aquatic center is owned by the Molalla River School District and leased to the City of Molalla who will operate the facility for the next fifty (50) years.
- **Fox Park** is nearly a half (½) acre in size. This park lies next to the Molalla Library on the corner of 5th Street and South Molalla Avenue. The Molalla High School was located at this site until an earthquake destroyed most of the building in the early 1990's. Fox Park contains a massive play structure for kids, numerous picnic tables, and a large open grass area. The City recently completed construction of a water feature and a half court basketball court in the park.
- **Long Park** is nearly one-half acre in size. Long Park lies in the downtown section of Molalla near the Molalla Fire Department near North Molalla Avenue and Robbins Street. This park is the City's oldest park. There is a large play structure with numerous picnic tables and a gazebo, which is fully wired for electronic equipment, wood art, and restrooms.
- **Skateboard Park** is nearly a quarter acre in size and contains a skateboarding facility. This park is located just north of Ross Street on Kennel.
- **Bohlander Field** is 17 and a quarter acres in size. This park is located directly across from the Molalla Buckeroo Grounds on Shirley Street. There are plans for a sports complex on this site including softball fields, basketball courts, soccer fields, football fields, and volleyball pits.
- **Sheets Field** is 3.5 acres in size. This park is located directly north of the City shops. This park has a highly respected BMX track, which has recently been expanded. Each year this track is heavily used during the spring, summer and fall. There is also a small baseball/softball field

located on this property. This field is too small to hold older youth or adult games on but is perfect for the younger children to play on.

- **Feyrer Park** is located on the Molalla River approximately two (2) miles from the City outside of the Urban Growth Boundary. Feyrer Park is heavily used during summer months and provides a baseball diamond, horseshoe pitch, covered and uncovered picnic areas, and swimming.

### **Golf Courses**

The Molalla area has two golf courses:

- **Arrowhead Golf Course** is located approximately three miles north of Molalla at Liberal. A private eighteen-hole course, clubhouse, and a public restaurant are included in the existing facilities.
- **Ranch Hills** is a public golf course located approximately six miles to the north in Mulino – just off of Highway 213.

### **Buckeroo Stadium**

The Molalla Buckeroo Stadium is located in the eastern section of Molalla and is owned and operated by the Molalla Buckeroo Association. The facility, which is situated on approximately 28 acres of land, has a seating capacity of 6,000 people. The Buckeroo committee is continually seeking additional events.

### **Molalla Senior Center**

The City owned Adult Center is located at 315 Kennel Avenue, in the rear portion of Long Park. The center provides a wide range of recreational activities for Molalla area seniors.

### **Other Recreational Facilities**

Molalla is center to a great deal of recreational facilities. Within a few miles of Molalla there are secluded and up to date camping facilities, recreational lodging, trails, waterways, hunting, angling, winter sports, and mineral resource facilities. Molalla boasts diversified recreational activities. The City shall work to be host to more events that tie all the recreation activities of the area to the City.

- **Skydive Oregon:** Skydive Oregon is a popular skydive stop in Oregon. During spring, summer, and fall months Molalla skies are lit up with skydivers bright colorful parachutes throughout the area. Skydive Oregon has become a well known skydive area.
- **Mulino Airport:** The Port of Portland owns Mulino Airport. Currently there are flying classes and lessons taught here. The Port of Portland has identified a future desire for expansion..
- **Molalla River:** Numerous recreational activities involve the Molalla River, including fishing, hunting, site seeing, swimming, kayaking, walking, biking, and horse back riding.

### **Molalla School District**

The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Molalla Youth Services and a variety of non-profit organizations provide sports programming. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities. As the City continues to grow, additional facilities and services will need to be developed. Coordination with the school district will allow a shared use of facilities provides opportunities for the recreational opportunities of the City.

## ***Park and Recreation Land Needs***

As seen in the Park and Recreation Policies below, the Molalla Comprehensive Plan provides a standard of 1.25 acres of park per 100 persons. Of this need, 0.25 acres per 100 are intended to be natural areas or

trail systems – typically located in unbuildable areas. The remaining 1.0 acres per 100 population are allocated to developed parks. This 1.0 acres per 100 population ratio determines future park needs on *buildable* land, however the overall standard remains 1.25 acres per 100 persons.

Using the Comprehensive Plan’s ratio of 10 acres of park per 1000 population, we can determine future park needs. Molalla currently has 36 acres of park or open space land. To serve its existing population, Molalla would need 76 acres, or an additional 40 acres for park lands.

Table 8-1 below includes the 40-acre existing park needs, and expands the park needs based on projected 2030 and 2030-2060 population increases. Total 2030 park needs are estimated to be about 69 acres, while 2030-2060 park needs total about 143 acres. This results in a total need for 212 acres for park land from 2010 to 2060.

Table 8-1: Park Needs by Population Increase

Year	Population Increase	Park Acreage Need
2030	2,942	69
2030 - 2060	14,297	143
2010-2060	17,239	212

Comment [JD7]: Why project out to 2060?

## Park and Recreation Goals and Policies

### Park and Recreation Goal

*To develop, acquire, and maintain a balance of recreation opportunities and open spaces in order to improve the livability within the urban growth boundary.*

### Park and Recreation Policies

The *Molalla Park and Recreation Plan* (2007) includes policy direction, maps and standards related to the acquisition and development of park and recreational facilities. The following policies also shall be considered when making land use decisions regarding park development.

1. The *Molalla Park and Recreation Plan* shall ensure an adequate system of public parks, recreational facilities and pedestrian, bicycle, and equestrian trails that meet the needs of existing and future Molalla residents.
2. The City shall provide adequate park space in Molalla in order to enhance Molalla’s character as a recreation community as well as keeping the sense of a small town. The City shall maintain a standard providing 1.25 acres of park space per one hundred (100) people.
  - 2.1. Developers shall meet the City standards of 1.25 acres of park per one hundred (100) people.
  - 2.2. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvements of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.
  - 2.3. The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.
3. The City shall provide for a safe park system by providing:
  - 3.1. Fences or other appropriate safety features in recreational areas that are near highways or other conditions which could be potentially hazardous, and locate parklands away from such areas whenever possible.

- 3.2. Safe and convenient access to Park and recreation facilities is an important factor in a successful park system.
- 3.3. A natural setting while making safety a priority for all parks and open space areas.
- 3.4. Site development buffering between any residential land use and park or activity using open space wherever possible.
- 3.5. Preserving trees where feasible when designing parks.
4. The City shall work the Molalla Buckeroo to enhance Molalla's recreational activities and encourage the Buckeroo as an event center for Molalla by:
  - 4.1. Coordinating with the Molalla Buckeroo Association for public use of the Buckeroo Grounds.
  - 4.2. Incorporating the Buckeroo grounds into the City's recreation plan.
  - 4.3. Coordinating with the Molalla Buckeroo Association to upgrade and update the Buckeroo event center.
5. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvement of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.
6. The City shall work to use the resources of its surrounding areas in determining additional recreational needs above and beyond those normally associated with cities by designating the City as a recreational community and implement policies to support this designation. The City shall work on an Inter-Governmental Agreement (IGA) with Clackamas County and the State of Oregon to implement this goal.
7. The City shall periodically review the condition, quantity and service levels of existing park and recreational facilities by updating the *Molalla Park and Recreational Plan*.
8. The Molalla Urban Growth Boundary park system should enhance the livability in the Molalla UGB by:
  - 8.1. Providing quality natural areas, and recreation sites for passive and active recreation through public and private parkland throughout the community.
  - 8.2. Establishing a system of inter-connected trails.
  - 8.3. Coordinating the development of future park sites with school sites to serve the expanding urban area population.
  - 8.4. Promoting and encouraging a physically fit and healthy community.
9. The following Park and Recreation policies are further supported by policies in the Land Use and Comprehensive Plan:
  - 9.1. Developing parks and open spaces where the land and surrounding development make it least suited for intensive development.
  - 9.2. Developing an extensive system of trails along stream courses and power line easements.
  - 9.3. Encouraging early acquisition of recreation sites to protect these sites from development and to reduce the public cost of acquiring the land.
  - 9.4. Encouraging commercial recreation lands carefully sited within, or adjacent to, other uses.
10. The City shall develop a capital improvements program for parks and recreation facilities with adequate funding shared by new development and the community.
11. The City shall coordinate with the private sector for use of certain lands, other than forest or agricultural lands, that are currently undeveloped and which would be better left in their natural state.
12. The City shall coordinate with the Molalla School District regarding the siting and use of City and District facilities.
13. Certain private recreational uses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.
14. Schools and parks should be distributed throughout the residential areas of the community and dwelling units in the area should be within reasonable distance of the outdoor facilities of a school or a park.

15. New concepts of mixing public recreational activities with revenue-generating commercial uses, such as recreation equipment rentals or concession activities, should be explored in order to help finance recreation programming, park acquisition and maintenance.
16. At the time of trail design, conceptual trail alignments may be modified to address environmental and topographic constraints, and to provide safe bicycle and pedestrian connections and crossings of state highways and city streets consistent with the requirements of the road authority.



## **PART III: COMMUNITY DEVELOPMENT & LIVABILITY**

Part III addresses community employment, housing and livability needs – consistent with Molalla’s vision of a recreation community.

- Industrial development is a primary concern in Molalla’s growth. Industrial development provides the City its economic base. Economic trends have fluctuated significantly, perhaps cyclically, since Molalla was incorporated in 1913. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.
- Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (doctors, lawyers, food, clothing) for local residents and workers. Providing commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for energy, air quality and traffic congestion.
- While commercial and industrial developments are generally associated with economic growth, housing is an important element of the local economy. Housing development provides employment in engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market and business operators.
- Land use compatibility, protection of natural and historic resources, and good urban design are critical to the community’s livability and Molalla’s recreational theme.

## GOAL 9: ECONOMIC DEVELOPMENT

The purpose of Statewide Planning Goal 9 is:

*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

### **Background**

The present industrial pattern in Molalla was established when the City was heavily involved in the timber industry. Molalla has changed from a town relying solely on the timber industry. Nearly all of the industrial development outside of the City limits but within the Urban Growth Boundary lies to the west along Highway 211 and 213. Crawford Logging Co. is located in the same general vicinity on the south side of Highway 211. I.T.C., a steel fabrication plant, is situated on Highway 213 a short distance south of the 211 intersections.

### **Economic Opportunities Analysis and Employment Land Needs**

In 2004, the City of Molalla contracted H.D. Hovee and Company (Hovee) to prepare an economic analysis and strategic plan in order to meet Statewide Planning Goal 9 (Employment) requirements, and for use in determining 20-year employment (industrial and commercial) land needs. The *Molalla Economic Profile* (Hovee, 2004) provides 20-year population and employment projections, an assessment of employment trends, and a commercial and industrial land demand analysis. The Economic Profile notes:

“The approach taken in this analysis to Molalla’s future employment is based upon the city’s policy objective to improve its jobs-housing balance and regain its status as a somewhat independent economic region rather than a bedroom community serving employers elsewhere in the region. This employment projection is therefore appropriately termed as a policy projection rather than a market-based forecast. It is recognized that this policy projection is more aggressive than Metro’s preliminary jobs forecast for the Molalla area. Molalla’s employment policy projection is based upon a 2025 jobs-housing target of 1.6 jobs per housing unit, equivalent to the jobs-housing balance of the entire metropolitan region as of 2002. *This recommended jobs-housing target represents a significant increase from Molalla’s current jobs housing balance, but would be roughly half of the community’s peak jobs to housing ratio experienced in the mid 90s.*” (Pages 11-12)

The Goal 9 (Economy) administrative rule provides guidance to local governments regarding the preparation of economic plans (OAR Chapter 660, Division 009). OAR 660-009-0025(1) states that:

“...the plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.”

Molalla’s long-term objectives as expressed in its Comprehensive Plan are to continue to increase its employment/population ratio while fostering a strong traded-sector “industrial” job base. The 2009 *Employment Land Needs Analysis*:

- builds on the analysis provided in the Economic Profile;
- extends the 20-year planning period from 2025 to 2030;
- adjusts projected population to reflect “safe harbor” population growth through 2030; and
- ~~identifies and projects site requirements of firms that are likely to locate in Molalla over the next 20 years; but~~
- ~~estimates 2010-2060 employment developable land need based on projected population and employee/acre ratios;~~

~~Since Goal 9 based site needs may be inapplicable to the establishment of the URA, and Molalla is proposing to establish its URA prior to expanding its UGB to meet 20-year need, the revised The 2009 Employment Land Needs Analysis~~ relies on a simple employee/acre employment land need projection for the 2010-2030 timeframe.

As shown in Table 9-1, applying the employee/acre ratios used in the Hovee analysis to the safe harbor 2030 population results in a year 2030 employment land need of 281 *net* developable acres for 3,289 new employees. This is slightly lower than the acreage indicated by the site needs methodology.<sup>3</sup>

**Table 9-1: 2010-2030 Net Employment Land Needs**

<b>Factors</b>	
2010 Employment (Est)	2,645
2030 Employment	5,934
Projected 2010-2030 Employment Growth	3,289
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
2010-2030 Commercial Employees	2,223
2030-2030 Industrial Employees	1,065
2010-2030 Commercial Land Need	148
2010-2030 Industrial Land Need	133
<b>2010-2030 Total Employment Land Need</b>	<b>281</b>

Source: Hovee and Winterbrook Planning, 2009

Table 9-2 projects employment land needs in the 2030-2060 timeframe. As noted earlier, this analysis simply maintains the projected 2030 population/employment ratio of 1.8 population per employee

**Comment [JD8]:** Why add table 9-2 that shows 2030-2060? It just makes the document confusing.

<sup>3</sup> Should Molalla propose a UGB expansion, the City believes that the site needs approach will better comply with Goal 9, the Goal 9 Rule and ORS 197.712. However, until such time as state law changes to allow Molalla to plan based on its actual population growth rates or Clackamas County adopts a coordinated population projection, Molalla will not conduct any further analysis of its UGB.

(1.6 employees/household), and the 2030 commercial/industrial ratio (68%/32%) ~~for the URA timeframe~~. Increasing employee / acre assumptions would decrease projected land need. As shown in Table 9-2, the 2009 *Employment Land Needs Analysis* projects a net buildable land need of 689 acres for new employment in the 2030-2060 timeframe.

**Table 9-2: 2030-2060 Net Employment Land Needs**

<b>Factors</b>	<b>Totals</b>
2030 Employment	5,934
2030 Population	10,532
Population / Employee Ratio, 2030	1.8
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
<del>2060 Population</del>	<del>24,820</del>
2060 Employment @ 2030 Ratio	13,988
2030-2060 Additional Employees	8,055
2030-2060 Commercial Employees	5,445
2030-2060 Industrial Employees	2,609
2030-2060 Commercial Land Need	363
2030-2060 Industrial Land Need	326
<b>2030-2060 Total Employment Land Need</b>	<b>689</b>

Source: Winterbrook Planning, 2009

~~Employment land generally requires some additional right-of-way dedication. Winterbrook assumed a 15% net to gross conversion. The conclusion of the 2009 *Employment Land Needs Analysis* is summarized in Table 9-3 below. The City of Molalla will need a total of 904 gross developable acres to meet 2010-2060 URA employment land needs.~~

**Table 9-3: 2030 and 2030-2060 Gross Land Need and Supply\***

<b>Year</b>	<b>Employment Land Need</b>	<b>Employment Land Supply</b>	<b>Acres Surplus (Deficit)</b>
2010-2030	324	212	(112)
2030-2060	793		(793)
<b>2010-2060 Total</b>	<b>1,116</b>	<b>212</b>	<b>(904)</b>

Source: Winterbrook Planning

\*Gross developable acres

## **Economic Development Goals and Policies**

This section states Molalla's overall economic development objectives, and is followed by more specific goals and policies related to:

- The Central Business District and Community Planning Areas;
- Commercial Development; and
- Industrial Development.

In 2005, the City conducted an "Economic Opportunities Analysis" (Eric Hovee Associates) that projected employment growth over the 20-year planning period. In 2007, the City considered the site requirements of targeted employers as required by the Goal 9 Administrative Rule (OAR Chapter 660, Division 009), and identified land that will be serviced and available over the next five years to accommodate Molalla's short-term employment needs. If Molalla is to become economically independent from surrounding cities, then sufficient land must be designated industrial in other parts of the Molalla Planning Area and sufficient public facilities and services made available to attract industry and allow for the development of efficient industrial land use patterns.

### **Economic Development Goal**

*To expand the economic base to increase the economic independence of the area – through expansion and retention of existing businesses and recruitment of new businesses.*

### **Economic Development Policies**

The following general policies are related to all types of existing and planned employment in Molalla:

1. Encourage the siting and growth of employers which pay family wages as identified in Molalla Economic Opportunities Analysis (EOA).
2. Designate adequate suitable land with site size and locational characteristics required by targeted employment as set forth in the Economic Opportunities Analysis (EOA).
3. Identify industrial sites that are immediately available and serviceable for industrial development consistent with the Goal 9 rule. Request Oregon Economic and Community Development Department (OECDD) certification for "shovel ready" industrial sites pursuant to Executive Order 03-02.
4. Ensure Molalla's planning area contains adequate amounts of industrial and commercial lands for projected growth.
5. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2030.
6. The UGB shall be expanded to ensure adequate lands for commercial and industrial development through 2030.
7. Coordinate with property owners to retain large commercial and industrial sites identified in the EOA for their intended commercial and industrial uses through zoning and master planning.
8. Actively support redevelopment efforts for under-utilized commercial and industrial sites within Molalla UGB.
9. Protect large redevelopment sites for their intended uses as identified in the EOA.
10. Commercial and services uses in the City's industrial zones should be limited to small-scale retail and service uses that cater primarily to local area employees and customers.

11. Protect identified commercial and industrial sites within the Urban Reserve Area for future employment use. The City of Molalla shall encourage commercial and industrial development. More jobs can be created causing less reliance on the automobile for travel away from the City.
12. The City shall strive to reduce the home to work distance by encouraging industrial and commercial development thus reducing the dependency on the auto saving energy.
13. The city shall establish and maintain an inventory of industrial and commercial land of a quantity and quality to attract industry to the City of Molalla. The City of Molalla shall maintain a five-year supply of vacant and serviced industrial land to comply with the Goal 9 Administrative
14. Continue to work with the Oregon Department of Economic Development in seeking new commercial and industrial development.
15. The City shall work with the Port of Portland to assist in industrial development strategies.
16. The City shall ensure adequate amounts of suitable lands for the business community to thrive.
17. The City shall make every effort possible to work with interested businesses to draw them to the community.
18. In the process of administering the City's Comprehensive Plan, careful consideration will be given to the economic impacts of proposed policies, programs and regulations. Efforts will be made to simplify and streamline the planning and zoning review process while maintaining the quality of development to improve the economic base of the community.
19. The City shall encourage businesses that support the recreation concept and encourage all businesses provide a choice of goods and services to the community.
20. The City shall encourage business to locate or relocate to Molalla to provide for the needs of the community.
21. The City shall provide a safe convenient and attractive place to live to draw small business to the community.
22. Diversify and improve industry in the State of Oregon, Clackamas County, and the City of Molalla in order to insure the lack of dependence upon any single industry.
23. Expand, improve and diversify the economy of the Molalla Urban Growth Boundary area by encouraging home occupations while maintaining Molalla's quality of life.
  - 23.1 The City shall work with existing businesses and encourage businesses to come to Molalla to provide family wage jobs thus creating a diverse economy and reduce energy consequences.
  - 23.2 The City shall work with these businesses to draw them to the community thus reducing the number of people leaving the community for such such jobs by travel.
  - 23.3 The City shall work to retain and pursue opportunities to draw businesses to the City and ensure businesses remain in the City and shall work with interested businesses to encourage moving to Molalla.
24. Move industrial lands away from Molalla's Central Business District and focus them in areas where Highway access is appropriate.
25. The City should give a high priority to extending and improving the infrastructure needed for economic development
26. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Molalla Urban Growth Boundary.
  - 26.1. The City of Molalla shall ~~enter into an review and revise as necessary and appropriate the existing~~ Inter-Governmental Agreement with Clackamas County ~~clearly stating the respective roles of the City and Clackamas County within the Molalla Planning Area. This agreement shall be adopted and revised as needed.~~

- 26.2. The IGA shall address the concept of a recreation community in that the City shall have input on decisions that may affect the theme of Molalla such as: camping facilities, river rafting facilities, fishing and hunting lodges, resorts or any facility that will have an impact on the safety and livability of the City.

### **Central Business District & Community Planning Areas**

The Central Business District (CBD) and potential Community Planning Areas (CPA) provide for mixed retail, service and residential uses with a strong pedestrian orientation and respect for Molalla's history.

The Central Business District (downtown area) is located in approximately a twelve square block area divided by state Highway 211 running east and west, and by Molalla Avenue running north and south. The area is bound on the east, north and south by residences, and to the west by a large industrial complex. The CBD has seen rapid decrease in shopping since the construction of a large-scale shopping center at the junction of Highway 211 and Highway 213. For this reason the City has developed with this Comprehensive Plan the tools to provide the necessary elements to help the CBD to thrive. The CBD consists of small shops offering a variety of merchandise and unique shopping experiences. The CBD makeup includes uses such as office, theatres, restaurants, bicycle sales and repair, sports related activities and stores, fly tying shops, gun shops, boat sales, and repair activities. These shops should enhance the City's concept as a "Recreational Community".

Many of the older buildings have undergone an exterior and interior upgrading which has done much in improving the overall appearance of the core area. Much of the "facelift" of the older commercial structures as well as the new construction has been voluntarily done in theme lending itself to the old west. There is broad community support for the continuation of remodeling and new construction as indicated by letters from various community organizations and the City's desire to become a recreational center.

The largest negative we have in the CBD is the number of blank windows in the downtown. The City shall seek options to lessen the impact of the vacant windows in the downtown buildings. Many new stores and buildings have been placed in the CBD and a great deal of redevelopment and remodeling has occurred, while maintaining the historic feel of older buildings.

Parking is a big concern for the CBD. As the vacancy rate goes down a need for additional parking becomes evident. The City is working on new ways to increase the amount of signage showing additional downtown parking as well as searching for ways to provide additional parking areas. The City is currently seeking funding for a downtown revitalization plan. This plan will give the City the ability to identify potential downtown parking areas.

The Community Planning Area concept was originally intended to apply to the Timber Town Community Planning Area. However, recent discoveries of potential contamination on the site make it unlikely that portions of this area can be used for residential purposes. However, the goal and policy framework for potential future CPAs are outlined below.

### **Downtown Development Goal**

*To protect and insure the permanency of the Central Business District (CBD) as a vital economic base and to maximize customer access and exposure, and convenience.*

## **Downtown Development and Policies**

The *Molalla Downtown Plan* (Cogan Owens Cogan, 2007) includes detailed policies and implementation measures to revitalize the Central Business District (CBD). The following policies apply in conjunction with Downtown Plan policies when making land use decisions in the CBD.

1. Within the CBD alleyways should be maintained and used as pedestrian walkways, for rear entrance delivery and/or customer access.
2. Downtown commercial development shall be encouraged through the reduction of truck traffic through the downtown core area.
3. Bicycle and pedestrian access to the CBD from the surrounding areas should be improved.
  - 3.1. Secure and safe bike storage areas should be considered.
  - 3.2. Sidewalk and street activity that will stimulate pedestrian traffic should be encouraged.
4. The City shall consider incentives to preserve historically significant buildings in the Downtown Core.
5. Commercial development should be based on the following goals, guidelines and principles:
  - 5.1. Separation of pedestrian and through motor vehicle traffic.
  - 5.2. Grouping of retail opportunities conducive to pedestrian shopping movement.
  - 5.3. Convenient, identifiable and accessible parking.
  - 5.4. By-pass industrial traffic around commercial areas, particularly the CBD.
  - 5.5. Improve CBD shopping environment and amenities.
  - 5.6. Provide for CBD growth needs.
6. The look and feel of the CBD commercial area shall be protected and maintained by encouraging CBD compatible businesses as defined below to locate or expand within or adjacent to that area identified as the CBD.
7. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas. Encourage and identify new businesses that enhance the Central Business District.
8. The central business district shall provide a variety of services; cultural, recreational, social, professional and governmental activities that deal with the history of Molalla.
9. The City shall encourage new businesses to promote the City's theme, services of all types, medical and dental offices, federal, state, and city offices to enhance the CBD of Molalla.
10. Through the Molalla Municipal Code the City shall place specific criteria upon new development and redevelopment in the CBD, which matches the style found in the early 1900s.
11. The CBD shall have adequate parking that is well lit and attractive. Parking lots shall match the theme of Molalla. The City shall encourage unique shops and restaurants into the CBD.
12. Kiosks should be encouraged in the downtown area to increase shopping convenience and public awareness of downtown facilities and services.

## **Community Planning Area Goal**

*Provide for higher density mixed-use development within designated community planning areas.*

## **Community Planning Area Policies**

1. The Community Planning Area (CPA) designation may be applied to create pedestrian-oriented, mixed use centers near the Central Business District.



2. CPA plan designations shall be implemented through the establishment of a zoning district that includes the following:
  - 2.1. Provisions that reduce off-street parking requirements;
  - 2.2. Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian not excluding the automobile;
  - 2.3. Concentration of housing near the downtown where all sorts of services are available;
  - 2.4. Provisions for public and private amenities (including parks, plazas, and other facilities to support the higher densities and mixed use development);
  - 2.5. A multi-modal circulation system that links uses of bus, bicycle, carpool/vanpool, and shuttle services with pedestrians; design review standards.
3. A wide range of housing types shall be authorized within CPA, including but not limited to small lot single-family residential detached, attached single-family residential, townhouses or row houses, ancillary dwelling units, garden apartments, mid-rise apartments, high density apartments, student housing, senior housing, and housing above retail and office space
4. Those areas included in the a CPA shall transition the type and density of new housing to be compatible with the established area at such time one is developed.
5. Future population expansions shall include additional community planning area zones to maximize densities while providing the public with unique concepts.
6. CPA are intended to preserve and enhance the historic, open space, and architecture qualities of the historic nature of the area. In addition to general standards in the zoning ordinance, all development within CPA shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area.
7. The development of housing shall allow for the retention of lands for open space and recreation within the planning area, encourage the preservation of trees within developments where possible, and be consistent with goals and policies of this Plan.
8. Industrial uses shall be moved, when feasible, from this area to the southwest section of the City.

### **Small Scale Mixed Use Development**

1. In addition to larger-scale CPAs, the City shall incorporate minor commercial activities to reduce energy and enhance Molalla's quality of life.
2. Minor commercial activities, which are compatible with residential uses, shall be dispersed throughout the planning area to serve the public and conserve energy resources.
3. Minor commercial activities shall be reviewed by the Planning Department to ensure the integrity of the residential zone is not impaired.

### **Commercial Development**

The Comprehensive Plan Map indicates where commercial development will be encouraged. Commercial areas are planned to allow for the optimum utilization of the land to provide retail and service business to the community. The City moved away from its two original commercial zonings of the first comprehensive plan and has chosen to completely redesign the commercial areas and provide a third commercial zoning district. These zones will help to utilize Molalla's central location to Woodburn, Canby, Silverton, Oregon City, Portland, Salem, and Estacada.

Population projections for the study area indicate an increase of nearly 3,000 residents by the year 2030. In order to meet the demands created by this increase in population, the City must designate additional

land for commercial use. A number of businesses have recently developed in the City, adding to the economic base. This commercial base has enough capacity to serve some of the increase in population. However, the amount of population increase expected over the next 20 years will require additional land for commercial development.

The variety of commercial establishments and services, which serve the community, should be expanded to provide a wider range of facilities for the convenience of the residents and the benefit of the community at large. The Molalla business district at the junction of Molalla Avenue and Main Street is becoming a traffic-congested area. With the additional truck traffic this intersection will only get worse in the future for the Central Business District to survive an alternate route for truck traffic needs to be opened. The Transportation Systems Plan identifies the Molalla Forest Road as a by pass road the City shall work on this. Additional suitable commercial land must be provided to allow for commercial expansion.

## **Commercial Development Goal**

*Develop an attractive and economically sound community.*

## **Commercial Districts**

The Comprehensive Plan looked at the different sections of town outside the CBD and potential CPAs created ways to provide auto-oriented commercial services to the community:

- **Highway Commercial Overlay:** Commercial development in this section should be anchored by a few major department and grocery stores.
- **General Commercial District:** This commercial section should offer a variety of uses filling the gap between Highway Commercial and the Central Business District.

## **Commercial Development Policies**

Molalla must provide commercial land to serve its growing population, without taking business away from the CBD or planned CPAs. Thus, the location and design of commercial areas should be given very careful consideration. Commercial developments occur at points of maximum traffic movement and directly affect the visual quality of the community. If Molalla is to retain its image of a thriving recreational community and desirable place to live, its commercial areas must be well-designed and inviting.

1. The Molalla planning area shall contain adequate suitable sites for commercial use. Sufficient vacant commercial lands with a diversity of sizes, types, and service levels for future commercial uses shall be designated on the comprehensive plan/zoning map.
2. The City shall develop and apply design standards relating to appearance and neighborhood compatibility.
3. Large retail development shall comply with design standards relating to appearance, functionality, and neighborhood compatibility.
4. The City will continue to support a cooperative and active working relationship with the business community through the Chamber of Commerce as well as those businesses that are not members of the Chamber of Commerce and will seek their input when making decisions having economic impacts on the business community.

5. As existing businesses are renovated and new ones are constructed, the City will require high standards of compatibility with surrounding development, landscaping, architecture and signage. The ability of a site to function properly in relation to the surrounding area will be emphasized.
6. The City shall assure efficient development of land consistent and compatible with the community's needs and resources.
7. The City is designating itself a recreational community and shall ensure adequate parks and opportunity for a host of recreational activities to encourage business supporting the recreational activities. This shall be in addition to the City supporting a wide range of other business opportunities which will provide for the needs of the citizenry.
8. The City shall work cooperatively with commercial development to ensure that City park needs are met, either through dedication or SDCs.
9. Major commercial activities shall be concentrated in areas receiving a high volume of traffic in order to minimize auto use and conserve energy resources. Commercial land shall be designated in a manner, which locates high volume trade activities near major roads, group a variety of medical facilities and services near hospitals, and group professional and governmental facilities near the downtown area and major commercial locations.
10. Inefficient strip development patterns that increase congestion and therefore waste energy resources shall be avoided.
11. Provide for additional land needed for commercial expansion to serve the projected population growth and to insure choice in the market place while also encouraging private revitalization of existing commercial structures.
12. Encourage a rate of commercial development consistent with serving the needs of residents of the City, adjacent rural and agricultural lands.
13. Provide an atmosphere that is inviting to potential businesses. Provide an inviting atmosphere for prospective businesses while maintaining the City's feel and desire to maintain a rural community feeling.
  - 14.1 Through the code incorporate language that invites development yet protects the City's atmosphere.
14. Provide buffers between industrial uses and maintaining uses for the benefit of all concerned.
15. Commercial development adjacent to arterial streets and highways shall be subject to access restrictions.
16. C-3 commercial development shall be encouraged to provide service access roads, which feed into arterial and collector streets at designated points.
17. Sign standards shall be designed to enhance the appearance of the City and provide for the advertising needs of the business community.
  - 17.1. Signs shall serve as a marker for businesses.
  - 17.2. Signs shall not become the focal point of the City.
  - 17.3. Signs shall not occupy any portion of the right-of-way.
18. Shopping centers shall be attractive and pedestrian oriented.
  - 18.1. Retail shopping centers should be safe, comfortable and attractive environments, with convenient access, and designed for the safe and convenient movement of pedestrians and other non-auto transportation.
  - 18.2. The Molalla Municipal Code shall provide standards for planting trees, plantings in parking lots and around buildings.
  - 18.3. The City shall adopt a bicycle, pedestrian, and equestrian plan, which provides safe, convenient, and recreational activities throughout the City.

- 18.4. Shopping centers shall have attractive pedestrian ways with attractive landscaping.
- 18.5. Lighting in the shopping area shall be attractive and allow for safe ingress and egress from the shopping area into the parking lot.
- 19. A sufficient number of locations should be made available for shopping centers and other commercial activities as the urban area population increases.
  - 19.1. Provide adequate lands along major arterials.
- 20. Commercial establishments shall be well landscaped and maintained and should provide off-street parking for employees, customers and access of delivery of goods.
- 21. Shopping areas should be pleasant environments to live near and to do business within.
  - a. They should not be designed in a manner only to attract attention. Buildings need not be painted in an offensive manner or have obtrusive signs to secure their share of the shopping public. In fact, the reverse trend tends to be the case, with centers providing a pleasant shopping environment often being more prosperous.
  - b. Commercial development demands special consideration in terms of traffic. The City must balance the needs of both the commercial and non-commercial sectors of the community in reviewing proposed development and considering the traffic impacts that will result.
  - c. All commercial districts are planned in the form of centers or complexes rather than as a strip development along major streets.
  - d. The City shall implement Design Review criteria to create a commercial area that is compatible to the area and does not become a focus point of difference to the rest of the City.

## ***Industrial Development***

When discussing the attraction of new industry, it should be pointed out that industry has several criteria on which it bases selection of location. Among these are:

- adequate site size;
- relatively flat topography;
- good access to highways or railroads to facilitate the transporting of raw materials and finished products;
- compatibility with adjacent or nearby residential and commercial development;
- the availability of housing for managers and workers;
- the availability of water and sewer service;
- the availability of utilities such as storm drainage and gas, electricity and telephone; and
- the availability of advanced technology communications infrastructure.

## **Industrial Comprehensive Plan Designations and Zoning**

The Comprehensive Plan Map indicates where industrial development will be encouraged. Industrial areas are planned for the economic benefit of the City as well as minimize impacts to residential development. The City shall continue to provide enough industrial space to provide for its economic development. The purpose is to provide the City with the optimum chances of providing industrial development. The City will continue to provide a healthy supply of industrial lands for development. Providing light industrial, as a buffer between heavy industrial and commercial or multi-family development is priority. The City by providing a healthy amount of industrial lands is proving its support to bring industrial development to the City of Molalla.

To meet the needs of the present and future residents of Molalla and the surrounding area for industry and to comply with state and local goals and the policies established to implement those goals, the following

are established to provide a suitable quantity and quality of land in the most beneficial locations for each industrial development in the City of Molalla.

- **Light Industrial District (M-1):** Light industrial (M-1) areas are designated for non-polluting industries, which are generally compatible with residential and commercial activities. The light industrial concept for future development is envisioned in areas primarily west of the current City limits. Larger parcels have been designated in this location to attract industries that require greater land areas for the operation, or for several industries to cooperatively design an industrial park. The location of the land designated for light industrial use is based on existing industrial uses, proximity to public services, highway access and the goals and policies of the plan to utilize land for industrial use which meets the needs of those industries most likely to locate in Molalla.
- **Heavy Industrial District (M-2):** Heavy Industrial (M-2) uses include manufacturing, fabrication and processing, bulk handling, storage, warehousing and heavy trucking. Most heavy industrial uses are incompatible with residential and commercial uses.

## Industrial Development Goal

*To develop a diverse industrial base offering an increasing number of employment opportunities.*

## Industrial Development Policies

1. The City shall provide suitable industrial sites to maintain and attract a diversified industrial base.
2. It is the policy of the City to provide for developments that, whenever possible, will allow residents of the City of Molalla to work in Molalla and not have to seek employment in other areas. To accomplish this the City should encourage that there be a healthy job market within the City and enough industrial land is available for industrial growth to accommodate the residential growth expected in the City.
3. Industrial land should be located to take advantage of Highway access or rail transportation that is available to the industrial areas.
4. To minimize impacts on Clackamas County's agricultural land base, Class I agricultural soils shall be preserved outside the UGB. At the same time, it is important that industrial lands be located in relatively flat areas, which have suitable soils and that are free from flooding dangers.
5. The City shall protect industrial lands from being converted to commercial uses by prohibiting commercial uses in industrial land in the M-1 (Light Industrial) and M-2 (Heavy Industrial) zones.
6. The City shall designate industrial land on the Comprehensive Plan map limiting the impacts to citizens in the community and the Molalla Municipal Code shall establish standards to reduce impacts on other areas.
7. All industries shall meet federal, state and local environmental quality standards.
8. The City shall attract and accommodate both labor intensive and land intensive industrial activities.
  - 8.1. The City shall establish an industrial area that has limited impact on citizens of the community.
9. Ensure Molalla's planning area contains adequate amounts of industrial and commercial lands for projected growth.
10. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2030.
11. The UGB shall be expanded to ensure adequate lands for commercial and industrial development through 2030.
12. Encourage "non-polluting industry" as well as commercial development.

13. Designate large areas of land together for several industries to cooperatively design an industrial park.
14. Maintain a light industrial zone, which eliminates excessive noise, smoke, odor, dust, and gas.
15. The City shall work with existing employers to move industrial development to the southwest section of Molalla. By placing all industrial development in the southwest corner of the City the citizens will have a reduced possibility of odor since the southwest wind blows away from the City.
16. Both residential and industrial development shall be responsible for minimizing impacts in areas where residential uses border industrial.
17. Molalla shall designate industrial land in the southwestern portion of the UGB with a SWIO (Southwest Industrial Overlay) designation. Land within this designation shall be reserved exclusively for industrial uses identified in the *Molalla Economic Profile* and *Employment Site Needs Analysis*, and shall not be converted to another commercial or residential plan designation.
18. Sufficient vacant industrial lands with a diversity of sizes, types, and service levels for future industrial development shall be designated on the comprehensive plan/zoning map.
19. Publicly owned lands shall not be given a competitive advantage over private ownership through governmental land use regulations.
20. Industrial areas should be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary uses and the needs of people working or living in the immediate industrial areas
21. Industrial developments are subject to development standards relating to setbacks, landscaping, signs, exterior lighting, parking, building height, massing and visual impacts, and architectural styles and outside storage.
22. Molalla shall provide a suitable site within its UGB to allow large scale agricultural or nursery processing industries to locate within the City.
23. Industrial areas that are located adjacent to arterial streets or to residential areas should be controlled through site plan review and buffer zones so as to minimize the impact of industrial uses.
24. The industrial park concept is one that the City deems is the most desirable form of industrial development. Whenever possible the industrial park concept will be encouraged in an attractive and functional design. Master planning of industrial areas shall be required prior to annexation of industrial land to the City. Master plans shall reserve parcels of sufficient size to meet the needs of targeted industries identified in the *Employment Site Needs Analysis*.
25. A master development plan shall be approved by the City Council prior to annexation to the City. The master plan shall show how streets, sanitary sewer, water and stormwater services will be sized and located to serve the entire Southwest Industrial Overlay (SWIO) area. The master plan shall show how arterial, collector and local street access will be provided to each lot if land division is proposed. The proposed master plan shall be referred to Clackamas County for comment prior to consideration by the City Council.
26. This SWIO master plan shall demonstrate how sites with the size and access characteristics identified in the *Employment Site Needs Analysis* will be maintained.

## GOAL 10: HOUSING

The purpose of Statewide Planning Goal 10 is:

*To provide for the housing needs of citizens of the state.*

### **Background**

Housing is a basic human need that concerns the entire community. As housing costs increase, satisfying this basic need becomes more difficult. The City of Molalla supports Oregon's housing goal to "encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households."

Molalla has seen unprecedented residential development in the late 1990s through 2008. The rate of residential growth experienced by Molalla between 1996 through 2008 clearly indicates the popularity of this community as a place to live and supports the City's decision to continue and further develop the recreation concept for the City. The proximity to the Molalla River, Mt Hood, the Forest, and the coast benefits the City's decision to support the recreational community concept.

This housing boom has provided a greater variety of housing that meets modern structural, electrical, plumbing, and energy codes. As a result, most of the buildable land supply within the City's urban growth supply had been consumed.

### **2009 Housing Needs Analysis**

The Housing Needs Analysis describes base housing need assumptions, reviews future housing type and density needs, and concludes with recommended dwelling unit types, densities, and plan district allocations. ~~for the UGB and URA timeframes.~~

### **Population Projection**

As explained in Chapter 2, Molalla is using an estimated population that approximates ~~likely safe harbor~~ results provided by ORS 195.034(2) and OAR 660-024-0030(4) for the 2008-2030 timeframe, resulting in a population estimate of 10,532 for year 2030. ~~When Molalla engages in a full-scale UGB review for Goal 10 compliance, it will need to establish a "coordinated" population projection. Molalla is using conservative trend-based forecast for URA planning in the 2030-2060 timeframe, resulting in a 2060 forecast of 24,829.~~

### **Demographic Trend Analysis**

Previous versions of Molalla's Housing Needs Analysis reviewed regional and local demographic trends based on Census data, and extrapolated assumptions related to housing needs from those trends as well as City policy. Preliminary demographic findings showed that Molalla is still a relatively homogeneous community with relatively affordable housing, although this is likely to change somewhat over the next 20 years. Increased employment opportunities, young commuting households, and a growing Hispanic community, are likely push the demand for a broader range of housing.

However, while trends and local policy choices are both informative and relevant to housing needs – generally serving as the basis of most Comprehensive Planning for the past 30 years in Oregon – every assumption not explicitly protected by law exposes the City to challenges and timeframe extensions from anyone who does not agree with the end result of the analysis.

## Safe Harbor Approach

In order to provide Molalla with as much security as possible, and waste as little time as possible in an inevitable appeals process, this Housing Needs Analysis will forgo most of the more locally-relevant trend- and policy-based analysis ~~– including the recent U.S. Census – and assumptions in order to use and rely instead on the~~ OAR 660-024-0040 “safe harbors” when possible.

~~While the~~ The safe harbors ~~apply only to UGB planning, the safe harbors~~ are intentionally conservative. They were not intended to be used as guidelines or standards ~~and~~. ~~They may~~ have very little to do with local concerns or objectives, ~~or they may providently coincide~~. However, using conservative growth assumptions is the only ~~efficient~~ path through a long-range planning process for the City of Molalla ~~that has any chance of success~~.

## Housing Need Assumptions

Basic housing land need assumptions include determination of household size and vacancy rate, and establishing a projected density for future residential development.

### Household Size

The “safe harbor” provided by OAR 660-024-0040(8)(a) allows that:

“A local government may estimate persons per household for the 20-year planning period using the persons per household for the urban area indicated in the most current data for the urban area published by the U.S. Census Bureau.”

The 2000 Census determined a household size for Molalla of 2.84 persons per household. Therefore, Molalla assumes a household size of 2.84 through 2060 for the purposes of this analysis.

### Vacancy Rate

The “safe harbor” provided by OAR 660-024-0040(8)(e) allows that:

“A local government outside of the Metro boundary may estimate its housing vacancy rate for the 20-year planning period using the vacancy rate in the most current data published by the U.S. Census Bureau for that urban area that includes the local government.”

The 2000 Census determined a vacancy rate for Molalla of 3.9%. Therefore, Molalla assumes a vacancy rate of 3.9% through 2060 for the purposes of this analysis.

### Dwelling Units Projected

Using the projected populations for 2030 ~~and 2060~~ and the assumptions above, projected dwelling units are 1,055 for 2030 ~~and 5,128 for 2030-2060~~.



**Table 10-1: Projected Dwelling Units**

Year	2030	2030-2060
Projected Population Increase	2,942	44,297
Households @ 2.84 Persons per HH	1,014	4,928
HHs Including 3.9% Vacancy Rate	<b>1,055</b>	<b>5,128</b>

**Density**

The “safe harbor” provided by OAR 660-024a Table 1 allows a city planning for between 10,001 and 25,000 people to assume an overall density of 7 dwelling units per net buildable acre. Therefore, this analysis assumes an overall density of 7 dwelling units per net buildable acre.

As shown on Table 10-2, Molalla will require 151 net buildable acres to accommodate housing for the estimated 2030 population, ~~and 733 net buildable acres for the 2030-2060 URA timeframe.~~

**Table 10-2: Net Buildable Acres Required for Housing**

Year	2030	2030-2060
Households	1,055	5,128
Net Density	7	7
Net Buildable Acres Required	<b>151</b>	<b>733</b>

**Net to Gross Conversion**

According to OAR 660-024-0010, a “Net Buildable Acre” consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.” Molalla assumes a 20% right-of-way factor to account for future streets and roads related to housing development.

As shown on Table 10-3, Molalla will require 188 gross buildable acres to accommodate housing for the estimated 2030 population, ~~and 916 gross buildable acres for the 2030-2060 URA timeframe.~~

**Table 10-3: Gross Acres Required for Housing**

Year	2030	2030-2060
Net Buildable Acres Required	151	733
Right of Way Assumption	20%	20%
Gross Buildable Acres Required	<b>188</b>	<b>916</b>

**Housing Mix**

Molalla intends to use the safe harbor for housing mix provided in OAR 660-024a Table 1 ~~when should it~~ forecasts UGB needs. The relationship between housing mix and zoning changes ~~will would be~~ detailed in any future UGB analysis.

## **Housing Goals**

*To allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Molalla residents ~~to the year 2030 and beyond.~~*

## **Housing Policies**

1. Residential development shall consider the physical characteristics of the site by meeting applicable zoning and building code requirements.
2. The City shall adopt clear and objective design standards to ensure that new residential development in existing residential areas is reasonably compatible with surrounding developments with respect to landscaping, massing, architectural styles, lighting, and appearance.
3. To provide greater flexibility and economy of land use, the Zoning Ordinance shall allow variable lot sizes in single-family residential subdivisions.
4. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
5. As set forth in the City's Housing Needs Analysis, a variety of housing types shall be encouraged throughout the planning area for households of all incomes levels, ages and living patterns. Such housing should include but not be limited to:
  - 5.1. large and small lot single-family residences;
  - 5.2. accessory dwellings;
  - 5.3. duplexes;
  - 5.4. multiple-family housing (including for-rent apartments and for-sale condominiums);
  - 5.5. attached single-family residences; and
  - 5.6. manufactured dwellings in parks and on individual lots.
6. Specific locations for each type of housing shall be consistent with the comprehensive plan and development code.
7. The City shall work with the private sector and non-profit housing development to encourage housing at various prices and rents in order to maximize housing choices of the public.
8. The development of low- to moderate-income housing is appropriate throughout the planning area and shall be of a design and construction consistent with policy of this Section.
  - 8.1. Such housing shall not be so concentrated as to create a recognizable or exclusively low-income district.
  - 8.2. The City and County should encourage government assisted housing to be located at a variety of locations within the UGB.
9. The development of mid-rise housing (up to 3 1/2 stories) is appropriate near the downtown area, in Community Planning Area Districts, and in other designated areas adjacent to arterial streets that are transit trunk routes. Such developments shall be subject to special planning and development review or meet specific Community Planning Area design and development standards.
10. Housing for the elderly shall be encouraged.
  - 10.1. The livability of these developments shall be a prime concern in the review process.
  - 10.2. Large-scale developments for the elderly would be most appropriately located near the City core area for shopping, public transportation, medical and other similar facilities.
  - 10.3. Alternative housing options, such as cooperative housing with common facilities, shall be allowed outright in medium or high density areas and as a conditional use in low density areas as outlined in the Zoning Ordinance.
11. Higher-end housing opportunities shall also be encouraged, especially in areas with view and natural amenities.

12. The City shall review housing needs and projections periodically and make necessary revisions during the major revision process as outlined in the Planning and Citizen Involvement section of the Comprehensive Plan.
13. The City shall provide for manufactured dwelling parks in the R-3 zone to allow persons and families a choice of residential settings.
14. In order to minimize the adverse impacts of higher density housing on adjacent properties, The City shall establish clear standards for:
  - 14.1. The placement and design of mobile home or manufactured dwelling parks;
  - 14.2. Buffering by means of landscaping, fencing or distance from conflicting uses;
  - 14.3. Compatibility of design, recognizing the conflicts of mass and height between apartment buildings and houses; and
  - 14.4. On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenient shopping;
  - 14.5. Placement of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.
15. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan.
16. The City shall encourage new and innovative residential planning and design techniques that, while different from standard subdivision developments and design requirements, are consistent with the policies of this Comprehensive Plan and the Development Code.
17. Minimum and maximum densities shall be established for all areas designated for residential use or mixed-use on the Comprehensive Plan Land Use Map.
  - 17.1. Minimum residential density zoning standards shall be prescribed for all residential areas.
  - 17.2. The minimum densities are intended to ensure the Molalla Comprehensive Plan achieves the residential density objectives, while retaining flexibility for residential development patterns and projects tailored to local conditions.
  - 17.3. No land use regulation provision or process may be applied, nor shall any condition of approval be imposed that would have the effect of reducing the density permitted under the minimum density standard of an applicable residential zone.
18. Manufactured homes on individual lots shall be permitted in all residential zones subject to:
  - 18.1. Conformance with applicable local, state, and federal standards in force at the time of installation pursuant to Chapter 50 – Prefabricated Structure Code
  - 18.2. Installation on excavated and backfilled foundations
  - 18.3. Removal of all transport related gear.
  - 18.4. Placement and design standards allowed by State statute to insure the harmonious integration of this housing type with other housing in the vicinity.
19. Residential density designations are intended to discourage development at lower densities. The densities of new developments shall be monitored and reviewed annually to assure that residential construction is implementing the Comprehensive Plan designations. If the residential density designations are not being implemented, additional land with in the City shall be designated or re-designated to help assure that the overall density will be attained.
20. Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services.
  - 20.1. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels.
  - 20.2. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.

21. Encourage the construction and development of diverse housing types, while maintaining a general balance according to housing type and geographic distribution, now and in the future.
22. Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.
23. The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live within the City of Molalla.
24. Housing units shall be designed, constructed, and maintained so that the community is assured of safe, sanitary, and convenient living conditions in dwellings that are sound, energy efficient, and attractive in their appearance. Conservation of housing resources shall be encouraged through code enforcement, renovation, and rehabilitation of the existing housing stock.
25. Site plans shall provide for adequate yard space for residents and play space for children.
  - 25.1. The yard shall have distinct area and definite shape, and are not just the residue left after buildings are placed on the land.
  - 25.2. The Planning Department shall review development to ensure adequate yard space is available.

**Comment [JD9]:** How will this get implemented? Higher density units will be required to have parks adjacent to them?

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### Goal 10 Zoning and Implementation

The following implementing measures are intended to provide for the range of housing types and densities identified by OAR 660-024a Table 1, with an overall density of 7 dwelling units per net acre.

#### Single Family Residential Measures

- Small lots can accommodate single family development ranging from 4,000 to 5,000 square feet in area. Minimal to "zero" side yard setbacks can be used with a generous setback provided for the other side yard.
- Variable lot dimensions can be used to allow flexibility in platting irregular blocks and result in greater land use efficiency and lower development costs. Alternating narrow and wide lots can be used to accommodate different housing plans and appeal to target markets.
- Rental additions can be made to existing single family neighborhoods with reasonable design guidelines. A new, generally small rental or "studio" unit can be created by converting a garage, building over garages, dormer additions on second stories, or basement apartment conversions.
- Cluster housing can increase the standard single family densities of 6 units per acre to anywhere from 8 – 10 units by clustering homes together and sharing open spaces.
- Attached housing in the form of duplexes, triplexes and four-plexes can be added to existing neighborhoods on relatively small lots. Allowing such development on large corner lots, while reserving interior lots for more traditional housing.
- Attached single-family development (townhouses or rowhouses) provide affordable homeownership opportunities. A single family attached dwelling with a common wall shared with other units and typically occupy narrow lots (25' to 32' wide) arranged in clusters or rows of 2 to 10 units, producing densities of from 8 to 12 units per acre. Each townhouse and townhouse lot (2,000 to 3,500 square feet) is individually owned and may be sold or rented, appealing to many markets.

## Multiple Family Residential Measures

- Garden Apartments are typically two to three stories, contain 10 or more rental units within a single building, but do not have an elevator. This is the most common type of apartment construction, yielding 15 to 20 units per acre. Individual units can also be individually owned, with a condominium association owning exterior and common elements of the building, and the site and parking area. Condominium ownership can be built into a new project, or an existing apartment building can be converted to condominium ownership.
- Mid-rise Apartments typically range from 4 to 8 stories in height and require service by an elevator, and may be constructed to densities of 20 to 50 units per acre.

## Mixed Use Residential Measures

- Mixed-Use (Commercial and Residential) developments can take many forms, including retail space on the ground floor with office space above, rental apartments above ground floor retail space, and structures combining offices and hotels or hotels and private residential units.
- These mixed-uses are often targeted in downtowns and neighborhood commercial areas where "around the clock" pedestrian activities are desired. There are few such projects in Oregon, and Molalla should not rely on any significant movement toward this type of real estate product over the planning period. It is likely, however, that "Mom and Pop" type of store fronts and small retail operations can develop in homes designated for mixed use as an affordable small business opportunity. Mixed-uses could also take the form of adjacent commercial and residential uses in separate buildings within a neighborhood center.
- Home Occupations can provide low overhead cost and assist in business start ups by allowing them to be operated from the home. These small scale businesses are typically allowed in residential zones, but require that the primary use of the premises remain residential. Careful regulation is needed to protect the residential character of neighborhoods while allowing reasonable business starts. Criteria generally focus on a list of allowable uses and conditions, or may be performance based (i.e. related to traffic and other impacts). In all cases, the home business is expected to move to a business zone when it out grows the permit perimeters.

Residential areas should be designated to avoid incompatible commercial, industrial and other uses. The Molalla Municipal Code should not be so restrictive as to create large, exclusively residential areas that deprive their residents of convenient access to necessary commercial, cultural and transportation facilities.

The City shall incorporate Community Planning Areas into this plan.

- A mix of pedestrian supportive commercial and residential uses shall be encouraged within Community Planning Areas.
- The Zoning Code shall provide for sufficient land and shall establish development regulations and design standards that coincide with these objectives and encourages new commercial and residential development within Community Planning Areas.
- Minimum floor area ratios shall be applied based on the implementing Community Planning Area Zoning District as depicted on the Comprehensive Plan Map.
- **Garages should be accessed from alleys where alleys are provided.**
- City owned alleys should be cleared and opened for access to rear garages.
- As development occurs garages shall be located off of alleys where feasible.

Comment [JD10]: Will new subdivisions require alley ways?

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## Residential Land Use

The *Molalla Comprehensive Plan* Map indicates where residential development will be encouraged.

- **High-density development** is encouraged near the Central Business District. This density will assist the downtown in growth of its commercial business while providing a large amount of residential growth and maintaining the look and feel of Molalla and for the potential redevelopment of the downtown area.
- **Low-density** lots shall be provided in areas that provide scenic views and have access to trail and park (existing and proposed) sites throughout the City. Additional medium density single family residential shall be located in areas to the north of Main Street (Highway 211). These residential areas provide a buffer between commercial and residential living. This places homes in close proximity of schools and neighborhood parks.
- **Duplex Units:** Duplex units shall be encouraged in new single-family residential subdivisions on all corner lots. This requirement will assist in density and duplexes are a needed housing option, which integrates with the existing community, are energy and cost efficient.

**Preservation of Residential Densities:** If a parcel of land is sized and designated to allow development of substantially more than one dwelling unit, the siting of a single new dwelling unit on the parcel shall allow development of the remainder of the parcel to the density range of the zoning designation.

## Residential Plan Designations

**Low Density Residential:** This density provides for single-family dwellings and duplexes at densities of 4 to 8 dwelling units per net buildable acre.

- Environmental Resources and Community Design Objectives.
- Provide quality and affordable housing.
- The City shall incorporate this zoning throughout the City in order to provide a balance in housing options and locations.

**Medium Density Residential:** This plan designation provides for a mix of multi-family, attached and single family housing, and manufactured dwelling parks. This plan designation shall provide a density of 6 to 12 dwelling units per net buildable acre. This plan designation is implemented by the Medium Density Zone (R-2).

- Environmental Resources and Community Design Objectives.
- Provide mixed-use residential areas in close proximity to services and activity areas.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

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**Medium-High Density Residential:** This plan designation provides for a mix of multi-family, attached and single family housing at 12 to 34 dwelling units per net buildable acre. This plan designation is implemented by the Medium-High Density Residential Zone, and the High Density Residential Overlay.

- Environmental Resources and Community Design Objectives.
- Provide quality multi-family housing, which assists in buffering commercial and light industrial uses from single-family residential where possible as well as providing affordable housing alternatives.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Community Planning Areas** shall be identified with Community Planning Area designation on the Comprehensive plan and may authorize more intensive land use densities and floor area ratios than residential zoning designated elsewhere in the City. Specific zoning districts shall be applied to implement policies and objectives for the Community Planning Areas, including minimum residential, and employment density objectives. Community Planning Area map designations within the City are maps, which may be separate from the City-wide map but for all intents and purposes shall be considered a part of the official Comprehensive Plan.

Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

## ***MOLALLA COMMUNITY LIVABILITY***

### **LAND USE AND DEVELOPMENT**

The type, location and design of development and supporting public facilities is critical to the livability of the community. In combination, community design standards are intended to blend the natural environment with urban development. The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community – consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.

### **Residential Livability Goal**

*Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, shopping and employment centers.*

### **Residential Livability Policies**

1. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review,

and limitations relative to scale and services provided.

2. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.
3. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.
4. The City shall establish housing development, schools and parks that are convenient to shopping areas and employment centers.
5. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi public buildings, non-residential public buildings, and quasi public buildings to ensure compatibility with the surrounding area.
6. Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.
7. The Molalla Municipal Code shall establish criteria for landscaping new development.
8. The City shall establish criteria for signage and sign placement.
  - a. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
  - b. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - c. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
9. Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.
10. The City shall provide its citizens quality homes, job opportunities and an environment of high standards.
11. The City shall establish parks throughout the City as well as encourage other recreational uses of the surrounding area.
12. The Planning Director shall ensure homes are built to federal, state and local standards.

## ***MOLALLA COMMUNITY LIVABILITY***

### **LAND USE AND DEVELOPMENT**

The type, location and design of development and supporting public facilities are critical to the livability of the community. Master planning and community design standards are intended to blend the natural environment with urban development and to ensure that adequate public facilities – including parks,



schools and open space – are provided as land is annexed to the City. The master planning and design standards ensure the protection of significant natural resources and enhance the visual attractiveness of the community – consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.

### **Residential Livability Goal**

- *Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, natural areas, shopping and employment centers.*
- *Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.*
- *To provide for urban growth while maintaining community livability while ensuring the efficient provisions of public facilities and services.*

### **Residential Livability Policies**

13. Master land development and conservation plans shall be required prior to annexation of land to the City. Master plans shall show how and where:  
The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, fire, police, school and park facilities, as called for in adopted plans and standards.
  - a. Urban public facilities ~~within the Urban Reserve Area (URA)~~ can be provided efficiently with the above public facilities and services.
  - b. Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - c. Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.
14. The City of Molalla shall require that annexation and extension of public facilities and services be conditioned upon waiver of future Measure 49 claims.
15. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
16. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.
17. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.
18. The City shall coordinate with property owners in the development of housing, schools and parks that are convenient to shopping areas and employment centers.
19. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi public buildings, non-residential public buildings, and quasi public buildings to ensure compatibility with the surrounding area.
20. Private and public developers shall be required to landscape their developments and protect identified natural features in order to develop needed parks and protect inventoried natural features in the community.
21. The Molalla Municipal Code shall establish criteria for landscaping new development.
22. Design of developments within the community shall consider the design of individual buildings in relationship to the broader community.
  - a. Good architectural design is necessary to provide visual variety and allow for individual identity.

- b. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.  
The City shall establish criteria for signage and sign placement.
- 23. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
  - a. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - b. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
  - c. Consistent with adopted plans, the City shall establish parks throughout the City as well as encourage other recreational uses in the surrounding area.
- 24. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside and visit.
  - a. Residential units should be permitted above or as an incidental use in conjunction with the Downtown Commercial area. These uses must go through an extensive design review process.
  - b. Through the Transportation Systems Plan the City shall relieve truck traffic through the Central Business District (CBD).
  - c. The City shall create and adopt a downtown revitalization plan to capture Molalla's early 1900s heritage.
  - d. The City shall encourage present owners to take steps to increase the attractiveness by pursuing the early 1900s theme as the buildings are rebuilt or major renovations occur.
- 25. Encourage landscaping of streets throughout the City.
  - a. The City shall establish landscaping requirements throughout the City including industrial zones in order to uphold the Recreational Theme and enhance the surrounding area.
  - b. The City shall encourage through standards and criteria compatible with the Recreation theme and the rest of the City.
  - c. The landscaping criteria shall be reviewed for each industrial proposed land use application.
  - d. Existing trees shall be preserved where feasible. New trees shall be incorporated into each landscape plan.
  - e. Landscaping and/or open space may be used to buffer no compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to complement good building designs and may be used to screen certain types of development.
- 26. When possible, schools shall be established close to housing, parks, and services.
  - a. Designate the school district's property and facilities for school purposes and coordinate expansion of the facilities, as they are needed.
  - b. The City will provide information to the school districts about proposed and actual residential developments within the City as well as continue to coordinate with the school districts for planning, scheduling, and construction of needed educational facilities.

## PART IV. PUBLIC FACILITIES & TRANSPORTATION

### GOAL 11: PUBLIC FACILITIES AND SERVICES

*To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

#### *Background*

Public facilities provide support urban development and ensure a livable environment for citizens and businesses. These include sanitary sewer, water, storm drainage, transportation, parks, schools, local government, fire and police. Functional plans for public facilities are included in Volume III of the Molalla Comprehensive Plan. Park facilities are addressed in Part II of this Plan.

Functional plans for public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to background sections of public facilities plans are not considered amendments to the Comprehensive Plan itself.

~~The 2006-10 efforts to establish a 50-year Urban Reserve Area (URA), Phase I, and to expand the City's 20-year Urban Growth Boundary (UGB), Phase II are designed as a two-phased planning process. Phase II will include updates the following functional (public facilities) master plans:~~

- ~~• Wastewater (sanitary sewer) Master Plan~~
- ~~• Water Master Plan~~
- ~~• Transportation System Plan~~
- School Facilities

1. **Primary Facilities and Services Include:** Those which significantly impact public health and safety and are directly linked to the land development process, in terms of service capacity, location, and design, or directly affect public health and safety. Therefore, adequate provision must be made for these facilities/services prior to or concurrently with urban level development. These facilities and services include: sanitary sewer; water service; roads and transportation; storm drainage; police and fire protection.
2. **Complementary Facilities and Services include:** Those which complement the public health, safety and general welfare of urban residents and workers, but are not necessarily directly linked to the land development process or public health and safety. These facilities include: schools, library, and educational services; parks, recreation, and open space; solid waste; semi-public utilities; city administration; and health and social services. Complementary facilities and services directly affect

livability and must be planned for in anticipation of development. However, complementary services may be provided subsequent to actual development – so long as there are binding agreements with service providers and the City to provide these services at a specific future date.

### ***Public Facilities Goals***

- ***To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development.***
- ***To ensure livable and complete neighborhoods – with adequate sanitary sewer, water, storm drainage, transportation, - park and school facilities.***
- ***To ensure that development pays its fair share for needed public facilities as called for in adopted plans.***

### ***Goal 11 Policies***

1. Molalla uses a three-step approach to planning for public facilities.
  - 1.1. First, general Policies and Implementation Measures are contained in the Comprehensive Plan.
  - 1.2. Second, individual master plans (e.g., Storm water Master Plan, Transportation Systems Plan, etc.) are prepared and periodically updated to deal with specific facility requirements.
  - 1.3. Finally, the City shall annually update a rolling five-year Capital Improvement Program, based on these master plans, that is used for scheduling and budgeting of improvement projects.
2. The City shall coordinate with service providers and property owners to encourage the development of the public and private facilities that meet the community's economic, social, cultural, health, and educational needs.
3. The City shall require future urban level development to be served by an adequate level of public sanitary sewer, water, storm drainage, transportation, park and school facilities through the annexation and master planning process.
4. The City shall plan and provide an orderly and efficient arrangement of public facilities and services, consistent with an adopted schedule and approved functional plans.
5. As development increases, so does the requirement for improved and greater capacity facilities and services.
  - 5.1. The City continues to emphasize the need for providing adequate facilities and services in advance of, or in conjunction with, urban development. However, it also recognizes that not all facilities and services require the same level of service adequacy, simultaneous with development.
  - 5.2. The Comprehensive Plan, therefore, prioritizes facilities into primary and complimentary categories and establishes specific development policies for each facility or service.
6. The City shall ensure prior to issuance of building permits that construction will comply with federal, state, and local regulations.
7. The City shall coordinate with service providers to ensure that an adequate level of public facilities is available in advance of or in conjunction with urban development. In cases where adequate public facilities are not immediately available:
  - 7.1. The City may impose reasonable conditions of approval on that development, in terms of the provision of adequate services/facilities; and/or
  - 7.2. Land use permits may be conditioned upon future provision of an adequate level of facilities subject to a binding agreement that such facilities will be provided prior to the issuance of building permits.

- 7.3. A phased development plan may be approved, subject to future provision of an adequate level of public facilities for each future phase.
8. Except where specifically approved by the City Council and as allowed by state law, private water, sanitary, and storm systems are not allowed ~~within the Molalla Urban Reserve Area~~outside the Urban growth boundary.
  9. Where a shortage of facilities/services exists or is anticipated in the near future, and other alternatives are not feasible to correct the deficiency, the City may initiate a moratorium on development activity or to manage growth through a public facilities strategy, as provided by statute. In the event that State laws provide other alternatives to address shortages of facilities/services, the City will consider those alternatives as well.
  10. The City shall coordinate with service providers to provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications, and air service to support the commercial and industrial needs of the community.
    - 10.1. Public facilities shall enhance the health, safety, educational, and recreational aspects of urban living.
    - 10.2. The City shall provide current state of the art facilities as required by federal, state and local government.
  11. The City shall time the provision of facility construction and services to support planned urban development. Urban development will be allowed only in areas where adequate public facilities and services can be provided, and only within the City Limits, unless otherwise allowed by law.
  12. Urban sanitary sewer and water service shall not be extended outside the Urban Growth Boundary in any case.
  13. Urban sanitary and water service shall not be extended outside the City Limits, with the following exceptions:
    - 13.1. An immediate and demonstrable threat to the public health exists, as a direct result of the lack of the service in question;
    - 13.2. A Governmental agency is providing a vital service to the City;
    - 13.3. It is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time. To meet this criterion the owner of the property must sign an agreement that the City may annex or may require the applicant to annex at any time of the City's choosing.
    - 13.4. For this purpose when the City believes one of the criteria above have been proven and an extension appears necessary the recipient shall pay all costs incurred by the City and sign an annexation agreement or service provisions agreement with the City.
  14. The City shall provide or coordinate the provisions of facilities and services concurrent with need, which may be created by new development, redevelopment, or upgrades of aging infrastructure. Those parties causing a need for expanded facilities and services, or those who benefit from such facilities and services shall pay for them.
  15. The City shall coordinate with service providers such as utility companies to ensure adequate and efficient installation of needed services and equipment. The City of Molalla shall coordinate planning activities with the utility companies, to insure orderly and efficient installation of needed service lines and equipment.
  16. The City shall periodically monitor the availability of health and social services, including day care, and where feasible, will cooperate with the appropriate agencies in providing additional services and facilities. The adequacy of these facilities should be considered during the process of planning for future growth.
  17. City facilities shall be installed in accordance with the City's urban growth policies, Public Works Design Standards, and the functional plan associated with each facility. The City shall monitor its facilities and determine when updates and upgrades are necessary to handle projected growth.

18. Developments shall be required to extend services/facilities to the full width of the property being served to provide for connection to adjoining properties.
  - 18.1. Unusual existing circumstances may necessitate creative solutions for the extension of services/facilities.
  - 18.2. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID).
19. To enhance aesthetic quality, promote public safety and to protect service lines from damage (e.g., ice/wind storms or vehicle accidents), as new development occurs all utility service lines serving the developing property shall be placed underground where feasible, in accordance with the City's Public Works Design Standards.
  - 19.1. The City shall encourage utility companies to place existing aboveground services underground, at the earliest possible time frame possible.
  - 19.2. Aboveground facilities such as transformers shall be placed within a building, which can maintain a common use for the area. Where possible such facilities should be coordinated with the landscaping to provide screening.
  - 19.3. Where feasible a building which can maintain a common use for the area, such as a restroom, shall be used and provided by at the cost of the utility company providing the service.
20. All major lines shall be extended in conformance to the line sizes indicated on the Master Plan and, at a minimum, provisions for future system looping shall be made. If the type, scale and/or location of a proposed development warrants minimum fire flows, the Director of Public Works may require completion of looped water lines in conjunction with the development.
21. When development occurs within 500 feet of a creek the developer shall provide the City with an amount of money necessary for the City to obtain a professional analysis of the potential effects on the creek. The City shall also require applicants to obtain written approval from the Division of State Lands prior to any work being done within potential wetland, floodplain or within five hundred (500) feet of creek areas.
22. Development, including temporary occupancy, that threatens the public's health, safety, or general welfare due to a failure to provide adequate public facilities and services, will not be permitted. Development applications will be allowed to proceed on the following basis:
23. The cost of all utility line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service.
24. In the course of site development, developers and service providers may be required to retain or improve native vegetation in identified riparian zones and landslide prone areas to decrease the amount of surface water run-off, to shade areas of surface water, to preserve areas of natural percolation, help stabilize landslide-prone areas, and reduce erosion. Replacement, enhancement, and/or restoration of vegetation, including the removal of invasive plants, may also be required depending on the type, scale, and location of development.
25. The City shall continue to construct, operate and maintain its water, sewer and storm facilities in conformance with Federal, State and Regional quality standards. .
26. Semi-public facilities are privately owned and operated, but have general public benefit and may be regulated by government controls. They include a wide range of services from electric utilities to day care.
27. The City will continue to prepare/update and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan and continue to implement the Water and Sewer Master Plan.
28. Priorities will be established to ensure that adequate public facilities are available to support desired industrial and commercial development.
  - 28.1. A high priority shall be given to improvements to water, storm drainage, traffic circulation, and safety.

- 28.2. It is not the intent of this policy for the City to subsidize commercial or industrial development. Developers continue to be primarily responsible for providing needed improvements.
- 28.3. The City acts as the coordinating agent to ensure that adequate facilities coincide with development.
- 29. Development will coincide with the provision of utilities. These facilities shall be:
  - 29.1. Capable of adequately serving all intervening properties as well as the proposed development; and,
  - 29.2. Designed to meet City standards.
  - 29.3. Require the placement of utilities underground in new developments and seek means of undergrounding existing above ground utilities, other than storm drainage facilities.
- 30. The Transportation Systems Plan shall ensure standards for street development, to include ingress and egress, street control, parking, on and off street, street landscaping and sign requirements in the development stage.

### **Public Facilities Funding Policies**

- 31. The City shall establish system development charges to provide and improve sanitary sewer, water, transportation, storm drainage, park, and recreation facilities.
- 32. The City may use the following or similar implementation measures to encourage achievement of the air, water and land resources goal: tax incentives and disincentives, land use controls and ordinances multiple use and joint development practices, capital facility programming, and enforcement of local health and safety ordinances.
- 33. The City shall establish and maintain revenue sources to support the plan policies for urbanization and maintain needed public services and facilities.
- 34. Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments.
  - 34.1. The City may establish and collect Systems Development Charges (SDCs) for any or all-public facilities/services, as allowed by law.
  - 34.2. The City may give SDC credits allowed by law when a proposed development provides additional improvements above and beyond what is normal.
- 35. The City shall continue to prepare and implement a rolling five-year Capital Improvement Program, with annual funding decisions made as part of the municipal budget process. As part of the Capital Improvement Program the City shall plan and schedule major improvements to its water, sewer, park, or storm improvements needed to serve continued development.
- 36. The City Council shall investigate funding alternatives to property taxes for funding public facilities and services. The City shall seek outside funding for expansion, improvements, and repairs of City facilities wherever possible.
- 37. The City may explore opportunities for financing the development and maintenance of parks and open space, including the a Park and Recreation or Special Service District to provide a full range of recreational opportunities to Molalla area residents.
- 38. Developers in the Molalla urban area shall be responsible for constructing public improvements that benefit their developments.
- 39. The City shall be responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan.
  - 39.1. Maintenance of the developed City Street System is a public obligation.
  - 39.2. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

40. The City shall coordinate with Clackamas County and ODOT to provide improvements to regional transportation facilities, which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.
41. The City shall pursue a grant to update the Transportation Systems Plan (TSP) by 2010.

### **Wastewater Facilities (Sanitary Sewer)**

42. The City shall coordinate with Clackamas County to monitor septic tanks both in the City and outside the City but within the urban growth boundary.
  - 42.1. Septic tanks may be allowed in the Urban Growth Area outside the City limits on existing rural parcels under jurisdiction of Clackamas County, subject to Health Department approval and siting standards that ensure efficient future urban development.
  - 42.2. The Public Works Department shall work with Clackamas County to provide the City with proof of yearly tests on all septic tanks outside the City limits but within the Urban Growth Boundary.
  - 42.3. Because of the poor percolation qualities and shallow water table associated with much of the soil in the planning area, urban level development will be required to utilize sanitary sewers.
43. All parcels within the City shall be served by sanitary sewer.
  - 43.1. The City of Molalla shall require all existing and new development within the City to connect to the sewer line within one (1) year.
  - 43.2. New development shall be required to connect to City sewer.
44. Development and siting in locations without fire protection service shall be contingent upon the developer providing the services or the subsidizing of those services.
45. High quality water supply and distribution systems shall be maintained to meet current and future domestic and industrial needs. The City will encourage coordination of water supply planning between the City and other water districts and private water systems.

### **Water**

46. Obtain additional water supplies to meet the needs of Molalla through the year 2030.
47. Work with developers to secure underground water rights where feasible.
48. The City shall review and, where necessary, update the Water System Master Plan to conform to the planned land uses shown in the Comprehensive Plan and any subsequent amendments to the Plan.
49. The City shall continue to develop, operate and maintain a water system, policy, including wells, pumps and reservoirs, capable of serving all urban development within the UGB.
50. In all water related issues, the City will comply with applicable State and Federal water quality standards.
51. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards.
52. The Director of Public Works shall establish a plan to advise all required agencies where any proposed discharge will affect the quality of air or water.
53. All government agencies responsible for assuring air, water and land resource quality in the planning area shall be contacted when plans affecting waste and process discharges are proposed. These proposals should be coordinated with other plans affecting waste and process discharges within the air shed and river basin encompassing the planning area, and respective roles and responsibilities of the government agencies determined.
54. Any agency required by the plan will be advised in writing.
55. The City shall update its storm sewer and sanitary sewer master plan.
56. The City shall develop implementation measures necessary to assure that a storm sewer and sanitary systems are provided to areas designated urban.



57. The plan shall be designed to accommodate the growth anticipated in undeveloped portions of the Molalla Planning Area.
58. Create and continually update a storm sewer master plan.
59. Adopt a general drainage policy outlining responsibilities, procedures, and guidelines for joint public and private participation in local drainage improvements.
60. The Master Plan and the Capital Improvements Program will continue to be the basis of establishing Systems Development Charges for storm drainage. The funds are used to upgrade the storm drainage system beyond those improvements required to serve individual developments. Provision of drainage control within a given development shall remain the responsibility of the developer, with the City assisting only so far as to assure the new system will also accommodate off-site drainage. In reviewing planned improvements, the City Engineer may specify the use of on-site or off-site storm water detention, based on specific site characteristics and drainage patterns of the area.
61. Molalla has established a single-storm drainage runoff standard that is applied throughout the City. That standard requires developers to plan for at least a 25-year storm event. The appropriate criteria will be established and implemented through the City's Public Works Design Standards.
62. Natural drainage ways shall be stabilized as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion. The City Engineer may require the use of energy dissipaters to help minimize erosion.
63. Sediment and erosion control shall be provided consistent with the Public Works Design Standards. All approved open drainage channels and open detention/retention basins shall be designed, constructed, and maintained with appropriate safeguards to insure public health and safety.
64. All development proposals shall be accompanied by a storm drainage plan and hydrologic analysis adequate to meet the above policies and standards, unless waived by the City Engineer for good cause. No development permit shall be issued for any project until the Director of Public Works approves a storm drainage plan.

### **Storm Sewer**

65. Ensure that the City has an adequate storm detention system.
66. Where feasible existing culvert or piped drainage ways will be "day lighted" (converted from underground to surface facilities). Open drainage ways may be used as open space requirements for developments, provided that they meet the design requirements of the Planning Department.
67. Conversion of existing swales or drainage ways to culvert, piped systems, or linear ditches shall be permitted only where the Director of Public Works determines that there is no other reasonable site development option.
68. Ensure adequate storm drainage.
69. During development of a storm sewer master plan (see Public Facilities and Services element) the issue of water quality aspects of urban storm runoff shall be addressed.
70. Maximize the use of the natural drainage system to allow for ground water infiltration and other benefits to community aesthetics as well as habitat enhancement. This does not mean that natural drainage ways will be left unimproved. The City must approve alterations of any kind.
71. Regulations regarding the cleaning of private commercial and residential parking lots shall be addressed during development of the storm sewer master plan.
72. This City shall require developers to utilize natural drainage ways in the storm drainage plan.
73. Require all future utilities to be placed underground, other than storm drainage facilities.

### **Solid Waste**

Currently solid waste from the City of Molalla is transported by contractors to Oregon City, which is in the Portland Metro Area. Within the Portland metropolitan area solid waste disposal has been a concern for many years. The average family of four generates about 4 tons of garbage a year, which ends up in

sanitary landfills. The existing landfills in the metropolitan area have been filled and it is no longer feasible to site new ones. Garbage from the Portland region is now hauled, at considerable expense, to Eastern Oregon for disposal.

74. This Plan also recognizes that a successful solid waste management plan will have to deal with much broader issues than just landfills.
75. Such a regional plan must address the issue of throwaway products and emphasize programs for waste reduction rather than discard as a long-term solution.
76. Work to assist in solid waste management wherever possible and seek economical and convenient solid waste disposal for City residents through the franchise granting process.
77. The City shall support the district supplying solid waste service to Molalla in its efforts to provide suitable sites for solid waste disposal. The City shall coordinate with contractors to ensure the City has solid waste disposal service.
78. Processing techniques designed to recycle sludge and other solid waste materials shall be encouraged and utilized where feasible to conserve energy resources.
79. The City and County shall encourage a continued cooperative recycling effort within the Molalla Urban Growth Boundary as well as work together to gain one hundred (100) percent disposal of waste at appropriate landfill sites and discourage the dumping of wastes on public and private lands. The City shall ensure the collection of solid waste.
80. The City shall promote and encourage service organizations and/or industry to establish recycling programs and centers for newspapers, magazines, glass, metal and other recyclable materials.

### **Molalla River School District No. 21**

The Molalla River School District provides the Molalla community with kindergarten through twelfth grade. In 2007, the District had nine schools, eight of which are open and one is closed. Six of the district schools are located within the City Limits and two are located outside the UGB in the County. The following coordination policies commit the City to working with District 21 in planning for community growth:

81. The City and the District 21 School District Board shall coordinate regarding planned urban development and the location and service needs of District schools.
82. The City shall work with District 21 to ensure that adequate future school sites are available within the ~~50-year Urban Reserve Area (URA) or 20-year~~ Urban Growth Boundary (UGB), depending on the timing of planned facilities.
83. Schools serving students living within the Molalla UGB should be located within the urban growth boundary.
84. Sites for future schools should be acquired well in advance of need ~~within the designated Urban Reserve Area or within the UGB.~~
85. Future schools should be located to provide reasonable access to the student population served as recommended in Policies 86-88 below.
86. Elementary Schools:
  - 86.1. Should be located near the center of existing or future residential neighborhoods within safe and reasonable walking distance of as many students as possible.
  - 86.2. Whenever possible, be on residential streets which provide sufficient access for buses and other necessary traffic but have a minimum of non school-related vehicle activity.
87. Middle Schools:
  - 87.1. Should have adequate, safe and direct access from the principle street network.
  - 87.2. Should be in locations central to the population served.

- 87.3. Should be designed, sited and constructed to encourage the use of walkways, bikeways and public transit.
88. Developers shall coordinate with District 21 through the master planning process, to ensure that an adequate level of school facilities are provided to support residential development, as land is annexed to the City.

### **Police and Fire Protection**

Police protection in Molalla is provided 24 hours a day, 7 days a week. The police department is presently located in the rear section of the City hall building located at 117 North Molalla Avenue.

89. The location of City Hall and the Molalla Police Department should be in a central location where it is easily accessible to the public, and off-street parking is available.
90. The police department coverage includes all areas within the existing City Limits and shall continue to do so as land is annexed to the City.
91. The City currently maintains a ratio of two policemen per 1000 population; the City Council may adopt police level-of-service standards that would apply to annexation of land to the City.

The Molalla Rural Fire Protection District is responsible for maintaining and upgrading fire-fighting apparatus and making necessary capital improvements such as new fire stations. However, the overall effectiveness of its operations is significantly affected by the location and design of urban development.

92. The Fire District coverage includes all areas within the existing Urban ~~Reserve Area~~Growth Boundary.
93. Provide fire protection consistent with the health, welfare, and safety of Molalla citizens.
94. The City shall require that all buildings be designed to meet such standards as may be agreed to by the City and the Fire District.
95. The City shall also continue to coordinate with the Fire District in maintaining accurate maps (including addressing) and land development records.
96. New construction shall meet state fire marshal requirements for accessibility and water supply.

### **City Hall and Library**

Decisions about the growth of City staff and how to fund operations are properly within the jurisdiction of the City Council. Therefore, no specific staffing standards are established. The City has a need for a larger more up-to-date building in which to house the City Hall and the Police Department. The building currently being used is outdated and much too small to handle the needs of the City. Molalla's City Hall is located on North Molalla Avenue, north of Main Street. City Hall provides office space for the Mayor, City Administrator, City Recorder, City Finance Department, Director of Public Works, Planning Department, and Police Department.

97. There is a need for the City to find a suitable replacement for the current outdated and undersized City Hall and Police Station. This site shall be easily accessible to the public and located within the Central Business District.

The Public Library is located in the southern portion of the City on 5th Street just east of South Molalla Avenue. The library is a new facility completed in 2001. The library houses computer labs, a small conference room, offices, and accommodates library staff.

### **Semi-Public Utilities**

Semi-public utilities are privately owned and operated companies, but have general public benefit and may be regulated by governmental controls. They include energy and communications facilities and

services. Utilities in this category include communications, broadband, natural gas, and electric services. These services and facilities are adequate to serve the City of Molalla at this time..

98. The City shall coordinate with semi-public utilities in the provision of services to new development and in planning for future development.

### **Health and Social Services**

Health care facilities and services are provided by a variety of public and private agencies throughout the area. There are two hospitals approximately 17 miles from Molalla: Willamette Falls Hospital lies to the north in Oregon City; and Silverton Hospital lies to the south in Silverton. There are several other medical facilities throughout the City. Silverton Hospital recently completed an urgent care facility. Social services are also provided by a variety of agencies, including State and County facilities and volunteer or non-profit organizations. Many of these facilities within the City of Molalla are extremely limited in capacity and additional facilities will be needed to support future population growth.

99. The City shall coordinate with health and social service providers in planning for future development.

100. As Molalla grows it will eventually require its own hospital facility and should plan accordingly.

### **United States Post Office**

A United States Post Office is located on Robbins Street west of Grange Street. Postal service is provided over a large area via rural route carriers. Rural carriers or post office boxes provide Service within the City limits. As the City has grown the post office has maintained its current size.

101. The City shall work with the U.S. Postal Service to provide a larger facility, which can accommodate more mailboxes allowing for the growth Molalla continues to experience.

### **Electrical services**

102. Transmission lines should be located within existing corridors, which shall be utilized for multiple purposes to the greatest extent possible.

103. Substations and power facilities shall be landscaped, and the site plan shall be approved by the Planning Commission.

## GOAL 12: TRANSPORTATION

*To provide and encourage a safe, convenient, and economic transportation system.*

### Background

The City has an approved Transportation Systems Plan or TSP. (~~2000~~, 2001 Molalla Transportation Systems Plan). The Molalla TSP provides background information, analysis, policies and standards for the various modes of transportation that serve the City's growing population. The TSP has been acknowledged for compliance with Goal 12 (Transportation) and the Goal 12 administrative rule (OAR Chapter 660, Division 12) by the Land Conservation and Development Commission. ~~The TSP will need to be updated following expansion of the Molalla UGB in 2010-2011.~~

Comment [JW11]: 2001?

Molalla is served by State Highway 211 (designated as Main Street within the City Limits) and State Highway 213, which runs north and south along the western edge of the study area. Highway 211 is the only east/west through street within the City. Highway 211 connects with State Highway 26 in Sandy, 40 miles to the northeast, and State Highway 99E in Woodburn, 13 miles west of Molalla. There is also an interchange with Interstate 5 in Woodburn. Highway 211 is the major traffic carrier between Woodburn and Estacada.

State Highways 211 and 213 provide essential transportation linkages for Molalla's growing economic and population growth – and connect the City to the Portland and Salem metropolitan areas. However, traffic volumes on most transportation routes in Molalla have risen over the years as the population has increased. Without appropriate mitigation measures, increased congestion and delays conflict with local and statewide planning goals and rules. These increasing volumes, which include a high percentage of trucks and other large vehicles, are changing the atmosphere of the downtown commercial district and causing an unsafe and unattractive environment for pedestrians and bicyclists. Improving and maintaining system capacity over time creates challenges to the City, County and ODOT planners. Policies to address the continued functionality of these highways are found in the TSP.

### Transportation Goal

- *To reduce Congestion and provide for a safe and convenient transportation system throughout the City of Molalla.*
- *Conserve Energy.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*
- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla, and identify a set of reliable funding sources that can be applied to those improvements.*
- *Utilize existing railroad facilities to the maximum benefit of the community in attracting industry and as a potential means of mass transit in the future.*
- *The City will promote alternative modes of transportation.*
- *The City of Molalla is committed to the promotion of a balanced, safe and efficient transportation system and shall make every effort to satisfy this commitment.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*

- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla and identify a set of reliable funding sources that can be applied to those improvements.*

## **Goal 12 Policies**

### **Streets and Roads**

1. Molalla is committed to updating the TSP through a grant in 2010, to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18 of the Molalla Development Code. Any zone change made prior to the TSP update will require a transportation impact study.
2. Designate sections of State Highway 211 as a Special Transportation Area.
3. To require right-of-way dedication during redevelopment for new street, sidewalk or accessway connections.
4. Require crossover easements during redevelopment to facilitate shared access between non-residential.
5. Ensure property owners maintain the streetscape (between the curb and their property).
6. Implement the preferred development Downtown District alternatives listed in the Downtown Development/OR 211 Streetscape Plan.
  - a. Implement the preferred cross section into the City's proposed TSP;
  - b. Require right-of-way dedication north and south of State Highway 211 in Molalla's Downtown STA to obtain the required 66 foot wide right-of-way width.
7. To implement the preferred OR 211 corridor development alternatives listed in the Downtown Development/OR 211 Streetscape Plan
  - a. Require dedication of right-of-way along State Highway 211 west of Molalla's downtown where necessary to allow for upgrades or require a fee in lieu.
  - b. Ensure that redevelopment places utilities underground.
8. Strengthen the City of Molalla's business community by implementing a mixed use Central Business District (CBD) that concentrates pedestrian-oriented commercial/retail uses within a district that is easily walkable. Allow residential uses in the CBD and high density residential nearby to allow for sufficient local population to support the CBD.
9. Improve pedestrian circulation and safety by requiring sidewalk improvements with redevelopment and enforcing maintenance of pedestrian facilities.
10. The General Commercial zone shall be pedestrian oriented in design.
11. Access Management:
  - a. The function of existing and planned roadways as identified in the adopted Transportation System Plan shall be protected through the application of appropriate access control measures.
  - b. The function of existing or planned roadways or roadway corridors shall be protected through the application of appropriate land use regulations for example residential uses shall not have direct access off a proposed arterial.
  - c. The potential to establish or maintain accessways, paths, or trails shall be considered prior to the vacation of any public easement or right-of-way.
  - d. Right-of-way for planned transportation facilities shall be preserved through all practical means. This will include exactions, voluntary dedication, setbacks, or other appropriate means.
  - e. Consolidate driveways/curb cuts to the greatest extent practicable.

- f. Minimize the width of curb cuts.
12. To develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
  13. To cooperate with and notify all appropriate local, state and federal agencies and transportation interest groups when a land use application is submitted and potentially impacts a transportation facility. Notification will help to identify agency standards and provide an efficient and economical transportation system.
  14. Planning decisions shall conform to the Comprehensive Plan, Zoning Maps, and supporting documents. The future roadway network plan as identified by the Transportation Systems Plan shall be the conceptual framework for future streets. Final street alignments will be refined through the development review process.
  15. A list of transportation system improvements which are allowed, conditionally allowed and permitted through other procedures will be listed in the Zoning Ordinance to implement the TSP.
  16. To continue to designate arterial, collector, and local streets for urban and rural areas with the Urban Growth Boundary.
  17. Emphasize maintenance of existing roadways with improvements where appropriate to improve traffic flow and safety at a reasonable cost.
  18. Strive to upgrade substandard streets as funds become available.
  19. Investigate all possible sources of funding for street improvements.
  20. Coordinate with the Oregon Department of Transportation to improve State Highway 211 in Molalla to provide general improvement of traffic circulation.
  21. Coordinate efforts with Clackamas County with regard to actions that affect Molalla Avenue.
  22. Continue to explore possibilities for developing an alternative truck route to divert truck traffic away from the Central Business District (CBD).
  23. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
  24. Protect the quality of neighborhood and the community.
  25. Provide for adequate street capacity and optimum efficiency.
  26. Promote adequate transportation linkages between residential, commercial, public, and industrial land use.
  27. Provide for the needs of the transportation disadvantaged in the greatest extent possible.
  28. Develop a functional classification system that addresses all roadways within the urban growth boundary.
  29. In conjunction with the functional classification system, identify corresponding street standards that recognize the unique attributes of the local area.
  30. To identify existing and potential future capacity constraints and develop strategies to address those constraints, including potential intersection improvements, future roadway needs, and future street connections.
  31. Evaluate the need for modifications to and/or the addition of traffic control devices.
  32. Identify existing and potential future safety concerns as well as strategies to address those concerns.
  33. Develop a prioritized list of transportation improvement needs in the study area.
  34. Develop construction cost estimates for the identified projects.
  35. Evaluate the adequacy of existing funding the sources to serve projected improvement needs.
  36. Evaluate innovating funding sources for transportation improvements.
  37. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
  38. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.

39. Encourage the continued use of public transportation services and identify improvements to further promote a transit in the community.

#### Railroads

1. Coordinate with Southern Pacific Railroad to expand a future trail along the rail corridor located in Molalla.
2. Urge all appropriate state and regional agencies to seriously consider the use of existing rail facilities for the development of a light rail, mass transit system, which would ultimately serve the City of Molalla.
3. Encourage the development of a multi-use trail along the rail line, dedicating easements in the riparian area along Bear Creek, and requiring dedication of land for new parks to be built as needed in Molalla's Downtown.

#### Public Transportation

1. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
2. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
3. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
4. Encourage the continued use of public transportation services and identify improvements to further promote transit in the community.
5. Support the development of pedestrian/bikeways along Molalla's road network to the greatest extent possible.
6. Coordinate with the public and private sector for the establishment of pedestrian/bikeways.
7. Seek outside funding wherever possible for bicycle pathways and other energy saving methods of transportation.
8. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
9. Provide for the needs of the transportation disadvantaged in the greatest extent possible.

Molalla's Goal 12 policy framework is found in the adopted and acknowledged Molalla Transportation System Plan (TSP). This functional plan addresses all applicable transportation modes in Molalla and includes transportation facility policies and design standards. Molalla is committed to updating the TSP through a grant by 2010, to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18). Any zone changes made prior to the TSP update will require a transportation impact study.



## PART V. URBAN FORM AND GROWTH MANAGEMENT

### GOAL 13: ENERGY CONSERVATION

*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.*

#### *Energy Conservation Goal*

- *To conserve energy in existing and proposed community development.*

#### *Goal 13 Energy Conservation Policies*

1. The City shall encourage alternative energy sources. Conservation of energy shall be encouraged at all times.
2. In order to reduce future demands for electrical energy, the City shall:
  - 2.1. Encourage incorporation of alternative energy sources (e.g., solar, etc.) into new construction, as well as retrofitting of existing development.
  - 2.2. Consider joint efforts with PGE, Army Corps of Engineers, ETO (Energy Trust of Oregon, Clackamas County, and other government agencies, to study the potential for local power generation.
3. To set an example for proposed developments, the City will incorporate energy efficient designs into construction of City buildings and facilities.
4. The City will review and revise existing street lighting standards to provide adequate safety while minimizing the demand for power (e.g., use of minimum number of lights, use of energy-efficient lights such as high pressure sodium lamps.).
5. To conserve energy by using energy conservation as a determinant in:
  - 5.1. The location of various land use activities (residential, commercial, industrial).
  - 5.2. The design and development of a transportation system.
  - 5.3. The design and construction of housing and other structures.
6. The City may use the following or similar implementation methods to encourage achievement of the energy goal:
  - 6.1. Reduced lots sizes and increased housing density;
  - 6.2. Increasing solar access;
  - 6.3. Use of alternative energy sources, such as wind;
  - 6.4. Systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste;
  - 6.5. Encourage energy responsive state building codes and use of LEED standards
7. Measures designed to conserve energy resources shall be consistent with the goals and policies of this Plan.
8. Energy conservation shall be addressed in the Transportation System Plan by reducing reliance on single-occupancy vehicles. This should include development of bicycle/pedestrian paths, or express bus system.
9. The City shall:
  - 9.1. Actively assist and encourage the development of alternative sources of energy.

- 9.2. Encourage conservation techniques for all new industrial, commercial, and multi-family developments, and encourage site planning, landscaping and construction which support solar energy use and conservation.
- 9.3. Encourage renewal and conservation of existing neighborhoods and buildings, and create a multi-centered land use pattern to decrease travel needs. Infilling of passed over vacant land is encouraged. Close relationships among developments for living, working, shopping and recreation are encouraged through planned mixed-use zoning.
10. Provide for higher density, encourage more common-wall residential development types as an alternative to single family detached housing.
11. Encourage recycling and conservation efforts.
12. With any proposed change in the Urban Growth Boundary, consideration shall be given to energy conservation.
13. Land use planning shall encourage the efficient use and re-use of buildable lands within the Urban Area.
14. Consider and foster the efficient use of energy in land use and transportation planning.
15. The City shall consider adoption of the Oregon Department of Energy's Model Conservation Ordinance.
16. Local building officials shall perform initial and final inspections after completion of all new construction and provide stamped certification of compliance with state building codes.
17. Research appropriate standards to protect the availability of sunlight and wind as energy sources.
18. The City shall explore the feasibility of a mini-transit system as funds are available.
19. The City shall exact compliance with the approved public facilities plan.
20. Information shall be made available concerning local conservation programs.
21. The City should make available information about the appropriate tax benefits of and the availability and location of buildable lands in the urban growth area.

## GOAL 14: URBANIZATION

### *Agricultural and Forest Lands Protection*

Molalla is a rural community with farmland located near the City in all directions. One of the factors considered in location of the Urban Growth Boundary was the preservation of that agricultural land and buffering between agricultural and urban uses. Large agricultural areas remain in all directions of the City outside the existing growth boundary. There is a large residential exceptions area directly to the south of the existing UGB, ~~which has a top priority for UGB or URA expansion. The City recognizes the importance of protecting farm and forest land; however it is likely that the City will need to expand into some agriculture and forest lands at such time a UGB expansion occurs as part of Phase II of this process identified earlier in this plan.~~ Aside from the southern exceptions area, the City is surrounded by agricultural lands, giving the City no other option than to utilize such lands for ~~planned~~ urban growth. ~~When the time comes for~~ If the City ~~should ever~~ to expand its current Urban Growth Boundary, consideration will be given to agriculture and forest land to minimize impacts on such lands as required by ~~the ORS 197.298~~ Priorities for urban growth boundary expansion in ORS 197.298.

Statewide Planning Goals 3(Agricultural Lands) and 4 (Forest Lands) ~~are not applicable~~ do not apply within Molalla Urban Growth Boundary (UGB) because there are no lands designated for farm or forest use within the UGB. Impacts on agricultural and forest land were considered when the UGB was adopted and acknowledged by the Land Conservation and Development Commission (LCDC) in ~~the 1980s~~ 1981, and will be considered further during ~~the URA and any~~ any UGB amendment process es in 2008-09. Goals 3 and 4 will continue to protect agricultural and forest land outside the UGB, ~~and within the Urban Reserve Area (URA).~~

### *Rural Land Protection Policy*

- ~~Protect agricultural and forest land outside Molalla Urban Growth Boundary~~ ~~but within Molalla Urban Reserve Area~~ ~~until needed for development consistent with Statewide Planning Goal 14 (Urbanization) and the Urban Reserve Area Administrative Rule (OAR Chapter 660, Division 021).~~

### *The Urban Growth Boundary (UGB – 20 Years)*

Statewide Planning Goal 14 requires that Molalla and Clackamas County jointly adopt a 20-year urban growth boundary (UGB) that defines where urban services will be provided to serve existing and planned urban development. Urban services cannot be extended outside the UGB to serve rural land. Thus, the UGB defines where urban growth can occur, and where it cannot. The UGB separates urban from rural land. The initial Urban growth Boundary was adopted in 1981.

The “need” section of Goal 14 requires that the UGB must be large enough to accommodate population and employment growth needs (including parks and schools) for the 20-year planning period:

*Establishment and change of urban growth boundaries shall be based on the following:*

- (1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and*

*(2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space.  
In determining need, local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need.*

The “location” section of Goal 14 sets forth criteria for determining the direction of urban growth:

*The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:*

- (1) Efficient accommodation of identified land needs*
- (2) Orderly and economic provision of public facilities and services;*
- (3) Comparative environmental, energy, economic and social consequences; and*
- (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

~~When a~~ If the UGB is ever expanded, the City ~~must~~ will show how land within the UGB can be developed at urban densities and served efficiently with sanitary sewer, water, storm drainage and transportation facilities. The City ~~must~~ will also consider economic, social, environmental and energy consequences of alternative growth options. ORS 197.298 requires all cities in Oregon to include rural residential areas before moving into farm and forest resource land, and to include lower value resource areas (such as grazing land without irrigation) before bringing in higher value resource areas. Thus, the locational criteria in Goal 14 require a comparative evaluation of potential UGB expansion areas that can reasonably be expected to meet identified needs.

### **~~The Urban Reserve Area (URA – 50 Years)~~**

~~The Urban Reserve Administrative Rule (OAR Chapter 660, Division 21) authorizes Molalla to establish an urban reserve area (URA) outside the UGB. The URA considers land needs over the next 30-50 years. The URA designation allows Molalla to begin planning for roads and urban services that will eventually serve land within an expanded UGB. Under state law, land within the URA is “first priority” for future UGB expansion but only after 20-year land need has been demonstrated consistent with Goal 14.~~

## **Background**

### **Molalla’s ~~2030~~ Urban Growth Boundary (UGB)**

*Urban growth boundaries shall be established to identify and separate urbanizable lands from rural land.*

## **URBAN GROWTH AREA INFORMATION**

Molalla’s history of growth is partly the result of its physical location and price of land. Molalla continues its cooperative and participatory approach to growth management in order to preserve the local quality of life as additional people move into the urban area. As a participant in regional planning efforts, Molalla must deal with complex issues accompanying growth and maintain a common framework for the community for traffic congestion, loss of open space, speculative pressure on rural farm lands, rising

housing costs, diminishing environmental quality, demands on infrastructure such as transportation systems, schools, water and sewer treatment plants, and vulnerability to natural hazards.

As shown in Table 14-1 and described in Goals 9 (Economy) and 10 (Housing), Molalla has a long term deficit of both residential and employment lands.

**Table 14-1: 2030 ~~and 2060~~ Residential and Employment Land Deficits**

Land Use	2010-2030	2030-2060	2010-2060
Housing	117	916	1,033
Public / Semi-Public	118	378	496
Employment Land	112	793	904
<b>Total</b>	<b>347</b>	<b>2,086</b>	<b>2,433</b>

Source: Winterbrook Planning, 2009

Comment [JD12]: Delete 2030-2060 projections.

~~The City shall work on an Urban Reserve and Urban Growth Boundary expansion to obtain the lands necessary to meet these growth demands.~~

The Urban Growth Boundary defines where urban growth will occur in the future. It is inevitable that there will be impacts on the community due to this growth. Social impacts associated with urbanization are difficult to measure, but ~~still~~ affect everyone in the community. General congestion and inconvenience is felt from an increased number of people at banks, stores or restaurants. The City shall work to alleviate congestion problems usually associated with urbanization by designating enough commercial lands and locating these commercial lands strategically around residential and industrial development with adequate ingress and egress from the area.

The economic impacts of urbanization can be counted as benefits and costs to a community. Economic benefits result from increased tax revenues from businesses and homeowners. Local businesses also benefit through increased sales to additional people who shop in our town. Molalla is encouraging the economic benefits by designating adequate amounts of industrial and commercial land to provide jobs for local residents and stimulate the flow of money through the local economy. Urbanization also creates additional demands on energy supplies. New homes and businesses will need energy in the form of oil, natural gas, and/or electricity. Urbanization may lead to traffic congestion and an increased consumption of gasoline by automobiles. Molalla has attempted to reduce increased energy demands by encouraging energy efficient homes and supplying sufficient industrial and commercial lands to keep more citizens in town rather than commuting.

Urbanization can lead to a wide range of environmental impacts. Molalla plans to mitigate these impacts by providing adequate land, appropriate land use designation, the proper location of its urban growth boundary and judicious land use planning to reduce environmental impact in the Molalla Planning area:

- Water pollution can be caused by increased runoff from development, industrial waste and erosion when ground cover is removed. By providing adequate services to developing areas and protecting water resources during development water pollution can be reduced.

- Noise pollution is a result of urban development due to consideration of activities in a relatively small area. By locating services of noise away from residential areas and providing buffer shall reduce noise pollution.

Molalla's Urban Growth Boundary was established in 1981 to provide a 20-year supply of land. It is now nearly 30 years later, and the City has not updated its UGB. ~~Preliminary-Substantial~~ analysis indicates that Molalla currently does not contain an adequate supply of residential, commercial, industrial, or public land to meet the needs of the City. ~~The City will review the Urban Growth Boundary immediately to obtain the required 20-year inventory required by Statewide Planning Goal 10. However, as noted above, until such time as state law changes to allow the City to base its land needs on actual population growth rates or Clackamas County adopts a coordinate population projection for the City, the City is prevented from expanding the UGB to provide a 20-year land supply.~~

A land survey of the City shows 82% (1,326 acres including streets) of the City's land mass is currently developed. The remaining 282 vacant acres are in all land classifications. Residential lots vary from 5,000 square feet, mainly in the downtown section of the City, to over six (6) acres in size.

Commercial uses occur mainly along Main Street and Molalla Avenue and along Highway 211 and Highway 213. There is also limited commercial development at the intersection of Highway 211 and Mathias Road in the eastern section of the City.

### **ORS 197.298 Priorities for urban growth boundary expansion and Area Soils**

Once 20-year need has been demonstrated, ORS 197.298 requires that City's bring in rural residential exception areas into the UGB before farm or forest land resource land, and that lower quality soils be included before higher quality soils. Because much of Molalla's lower quality Class III and IV soils are hydric (wet) in character, and because wetlands are not suitable for meeting the City's planned growth needs, little purpose would be served by bringing unbuildable wetlands into the UGB.

Soil data is important in determining possible limitations for various potential uses on specific parcels of land. Further, the statewide goals require that plans be based upon an inventory of known hazards in an attempt to avoid such problems as development occurs.

Molalla is located in an area of soils called Concord-Clackamas-Amity and Briedwell Associations. These associations of soils have high seasonal water tables and a depth to hard rock of 20 to 40 inches. These soil types can be characterized within the silt classification as clay, gravel or loam; all being somewhat poorly drained.

Definition of Land Classification – The State has defined the soil types within Oregon by each county. For this purpose the City of Molalla will use the report for Clackamas County, which identifies eight (8) types of soils. These soils are classified with Roman Numerals I through VIII.

- Class I – Soils have few limitations that restrict their use.
- Class II – Soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.
- Class III – Soils have severe limitations that reduce the choice of plants that require special conservation practices, or both.

- Class IV – Soils have very severe limitation that reduce the choice of plants, require very careful management, or both. They are poor for cultivated crops. All four-capability classes can be used for pasture, woodland, and wildlife food and cover.
- Class V – Soils are not likely to erode but have other limitations, impractical to remove, that limit their use.
- Class VI – Soils have severe limitations that make them generally unsuitable for cultivation.
- Class VII – Soils have very severe limitations that make them unsuitable for cultivation.
- Class VIII – Soils and miscellaneous areas have limitations that nearly preclude their use for commercial crop production.

The soils in Molalla are generally Class II, III, and IV soils. There are very few areas with Class I soils. There are very few Class V, VI and VIII soils.

### **Proposed Land Efficiency Measures**

In response to rapid growth over the last seven years, the City has implemented provisions to establish a framework for efficient growth management:

1. Minimum density standards for all zones;
2. Increased opportunities for affordable housing types (small lot single family, attached dwellings, multiple family, and manufactured dwellings) in medium density zones;
3. A new high density overlay district to ensure that *only* multiple family construction occurs in certain areas of the community;
4. A Community Planning Area concept for more efficient land use and higher density housing mixes;
5. Design standards to allow and mitigate for these smaller lots and higher densities, while maintaining a small-town feel.

### **Urbanization Goals**

- *To adopt an urban growth boundary (UGB) which assures that adequate vacant buildable land is available for all uses to the year 2030.*
- *To coordinate with Clackamas County in order to manage the urban growth boundary and the conversion of land within the boundary for urban uses.*
- *To provide for the orderly and efficient provision of public facilities and services.*
- *To encourage development in areas already served by major public facilities before extending services to unserved areas.*
- *To plan for future growth opportunities recognizing the limitations imposed by farm and forest land immediately outside the existing UGB.*
- *To establish an Urban Reserve Area (URA) that protects land for future urban development over the next 50 years, consistent with state law.*

## **Molalla Urban Growth Management Policies**

The City believes that uncontrolled rapid growth can seriously impact the city's current living and working environment and overload available public facilities and services. The City recognizes the area will continue to grow and has taken on the responsibility to provide for anticipated growth.

State law requires the City to designate a 20-year supply of buildable land for planned urban development: that is, for needed housing, employment, and community services. State law and local policy also require that adequate public facilities be provided to serve this land and to ensure community livability. This plan seeks a balance of those factors by insuring that a reasonable service level of public facilities is maintained to support urban growth.

Molalla's rapid growth is clearly demonstrated within the current City Limits. There was twice as much development from 1996 to 2003 as was developed from 1979 to 1995. During this time the population in the City of Molalla has doubled.

### **Immediate Urban Growth Areas and Annexation to the City**

1. Urban development will be encouraged within the UGB consistent with applicable zoning standards and where other requirements of the Comprehensive Plan have been met.
2. The City will encourage a balance between residential, commercial, and industrial land use, based on the provisions of this Comprehensive Plan.
3. All lands in the City Limits are available for development when desired by property owners, consistent with and is consistent with the Comprehensive Plan, zoning and subdivision provisions.
4. Immediate urban lands are may be annexed to the City subject to approval of a master land development and conservation plan.
  - 4.1. Immediate urban lands are, by definition, those which can be readily served, at an adequate level, by public facilities and services identified in Part IV of this Plan.
  - 4.2. Efficient land use and provision of urban services will be maximized by encouraging new development at densities prescribed by the Comprehensive Plan and Land Use Ordinances, and through the infilling of partially developed lands.
5. The City will require master land development and conservation plans prior to – or in conjunction with – annexation of land to the City. Master plans shall show how and where:
  - 5.1. The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, school, fire, police, and park facilities, as called for in adopted plans and standards.
  - ~~5.2. Urban public facilities within the Urban Reserve Area (URA) can be provided efficiently with the above public facilities and services.~~
  - ~~5.3.5.2. Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.~~
  - ~~5.4.5.3. Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.~~
- ~~6. The City recognizes that there is sufficient land within the South Exception Area to meet most identified 20-year land needs. Therefore, when Molalla expands its UGB in 2010, the South Exception Area will be considered as first priority for expansion. Land within the Molalla URA that currently has resource (Exclusive Farm Use) zoning shall be planned and zoned for resource use until justified for inclusion within the Molalla UGB.~~



## **Managing Land within Future Urban Growth Areas within the UGB and on Rural Land within the URA**

To assure consistency between the comprehensive plans and establish the City's interest in the area, the City shall jointly adopt Dual Interest Area Agreements with Clackamas County for comprehensive planning of the land within unincorporated urban areas within the UGB—and within rural areas outside the UGB but within the Molalla URA.

7. The Urban Reserve Area (URA) will be established to provide sufficient land to accommodate Molalla's 50-year growth needs, thereby:
  - 7.1. Facilitating public facilities planning;
  - 7.2. Protecting land for future urban development; and
  - 7.3. Providing greater certainty in the land development process by identifying land that will be "first priority" for future UGB expansion.
8. The City shall work with Clackamas County to amend the DIAA to include an overlay map limiting land divisions to 10 or more within the URA, and five acres or more within the UGB.
  - 8.1. The development of existing lots of record and newly created lots of 10 or more acres shall be limited to single-family dwellings, agriculture activities, accessory uses which are directly related to the primary residential or agriculture use and necessary public or semi-public uses.
  - 8.2. Requiring interim development plans to ensure that the future provision of public facilities and services will not be impaired by the siting of permitted or conditional uses.
  - 8.3. This agreement will help the City of Molalla retain large land parcels for future development and assure consistency with the Comprehensive Plan and establish the City's interest in the Molalla Planning Area.
  - 8.4. The City shall review proposed plan amendments and new development within the UGB and URA for conformance with the Molalla Comprehensive Plan.
9. All land in the Molalla UGB is assumed to be available for annexation and/or development, consistent with the Comprehensive Plan, zoning, subdivision regulations, and the DIAA.
10. In order to protect development opportunities for large lot employment and public uses, new residential development shall be prohibited on such lands until annexed to the City.
11. Through implementation of the Molalla Comprehensive Plan and master planning requirements, the City shall work with Clackamas County and property owners to provide a sound basis for orderly and efficient urbanization by establishing complete communities that included balanced residential, commercial, industrial, parks, schools, fire, police, and transportation improvements.
12. The City is committed to working with property owners to provide adequate levels of public facilities and services to all urban land over the 20-year planning period.
  - 12.1. Adequate public facilities shall be provided to serve urban development and provide livable neighborhoods through the orderly and efficient provisions of such facilities.
  - 12.2. The costs of providing such facilities shall be borne by property owners and the community at large, to avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
13. The City is committed to increasing in population density throughout the community in order to facilitate efficient transportation systems and consequent energy conservation.
14. Land within the Urban Reserve Area is considered first priority for inclusion within the UGB.
15. Quasi-judicial UGB amendments may be proposed at any time be proposed by individual property owners, by the City of Molalla, or by Clackamas County. However, UGB amendments must be consistent with this plan, the Clackamas County Comprehensive Plan, and OAR Chapter 660, Division 024 (Urban growth boundaries).
16. The City shall coordinate with Clackamas County to maintain large tracts of land efficient future urban development within the URA and unincorporated areas within the UGB.

## Planning/Zoning Procedures

The City is building out, with much less undeveloped property than in the past. Portions of the undeveloped areas are currently served with adequate public facilities for urban level development. Other areas are not adequately served and the service levels vary throughout the City.

Therefore, in order to provide a process to insure orderly development consistent with the availability of adequate public facilities, and to mitigate adverse impacts to existing neighborhoods and inventoried natural features, the City shall review development applications for conformance with procedures and standards set forth in the Molalla Municipal Code. The Development Code clearly defines the standards that must be met to obtain a Zone Change and/or Site Development Permit.

- | ~~17-6.~~ The City shall encourage redevelopment activities and increased population densities based on clear and objective standards found in the Development Code.
- | ~~18-7.~~ Development shall be coordinated with the extension of public facilities and services necessary to assure safe, healthy, and convenient living conditions.
- | ~~19-8.~~ New development shall be encouraged at maximum densities prescribed by the Comprehensive Plan, subject to design standards found in the Development Code, and through the infilling of partially developed areas.
- | ~~20-9.~~ Community Planning Areas may be used as a tool to focus on higher densities and various revitalization projects. These planning areas shall encourage walking and bicycle use. Key components of the Community Planning Areas shall include:
  - ~~20.1-9.1.~~ A pedestrian orientation
  - ~~20.2-9.2.~~ Increased intensity of certain land uses
  - ~~20.3-9.3.~~ Public amenities, including pedestrian spaces and community facilities
  - ~~20.4-9.4.~~ Multi-modal circulation linkages and
  - ~~20.5-9.5.~~ Convenient access to commercial areas.
- | ~~21-10.~~ The City may require that development along significant natural features shall include public access.
- | ~~22-11.~~ The Comprehensive Plan shall include an inventory of significant natural features – Goal 7 natural hazards and Goal 5 resources such as stream corridors – and shall protect such resources based on clear and objective development standards.

**Fritzie, Martha**

CP2011-01  
Exhibit 2

**From:** Donnelly, Jennifer [jennifer.donnelly@state.or.us]  
**Sent:** Thursday, August 25, 2011 3:44 PM  
**To:** Fritzie, Martha  
**Subject:** FW: Molalla Comp Plan

**Jennifer Donnelly** | Metro Regional Representative  
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**From:** Chris Crean [<mailto:Chris@gov-law.com>]  
**Sent:** Thursday, August 11, 2011 10:22 AM  
**To:** Donnelly, Jennifer  
**Cc:** John Atkins Jr.; Glasgow, Clay  
**Subject:** Molalla Comp Plan

Jennifer –

I wanted to touch base with you on the comp plan I just sent to the county. You will notice that I left in the tables that refer to 2060 for the reasons you and I discussed on the phone last month. Essentially, the City invested a great deal of time, money and community anguish coming up with those numbers and it's important for that reason to keep them in even if, as you and I agree, they will have no legal effect. Also, in the unlikely event Clackamas County ever adopts a population forecast, the City can simply amend the numbers without having to redraft the sections.

You also had two questions about how specific policies would be implemented and I want to make sure I close those loops.

1. In the Housing Policies, policy #25 (p.48 of the version with your comments), you asked about how the policy regarding yard space will be implemented. The Molalla Development Code (MDC), Sections 17.2.110 and 17.2.115, provide density standards, minimum lot sizes and set-backs that are intended to result in the sort of adequate yards space the policy contemplates.
2. In the section dealing with Goal 10 Zoning and Implementation for Community Planning Areas (p. 49 of the version with your comments), you ask about the provision regarding garages and alleys. This is implemented through MDC Section 17.2.200.L.29 which requires "all parking [in Community Planning areas] shall be located at the rear of buildings and screened from public streets by a site obscuring fence." It doesn't expressly call for alleys but I think the idea is that by requiring the parking to be in the rear and screened from public streets, it will have that result. If you think more is necessary, we can amend the section as part of the next code update.

Thanks and let me know if you have any questions.

Chris

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# Molalla Comprehensive Plan and Development Code – Goal Findings and Conclusions

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The benefit to the public from the proposed use clearly outweighs the public good from retaining the wetland area

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## Introduction

In response to unprecedented growth, the city of Molalla has engaged in a multi-year process to establish a community vision and to overhaul the 30-year old *Molalla Comprehensive Plan* or more simply, “the comprehensive plan”.

As noted on the City’s website and in the draft comprehensive plan update, Molalla’s vision can be summarized in a few simple words:

***Molalla – A recreation-oriented and family-friendly community  
with a vibrant downtown and livable neighborhoods***

To realize this vision consistent with Oregon’s statewide planning program, Molalla has worked cooperatively with its citizens and with affected units of government to develop and adopt a series of implementing plans and land use regulations:

- The *Molalla Park and Recreation Master Plan* or “parks plan” (Cogan Owens Cogan, 2009) and
- The *Molalla Development Code* or “development code” (City of Molalla, 2010)
- The *Molalla Urban Reserve* or “urban reserve” (Winterbrook Planning, 2010)

Each of these plans and implementing measures is supported by one or more background studies – each of which has been modified several times to incorporate comments from the public, Clackamas County and affected state agencies. These background documents are adopted by ordinance and referenced as Volume II of the comprehensive plan.

Winterbrook prepared findings in support of the proposed Molalla Urban Reserve in 2009 based on information found in these background studies.

## Purpose and Organization of these Findings

The findings in this document demonstrate why the 2010 version of the comprehensive plan (as implemented by the downtown plan, the parks plan, and the development code), is consistent with applicable statewide planning goals.

The organization of these findings is straightforward: each applicable statewide planning goal is cited and paraphrased, followed by an explanation of why the new comprehensive plan and implementing plans and land use regulations are consistent with the referenced goal.

## Applicable Statewide Planning Goals

Applicable statewide planning goals (and implementing administrative rules) include the following:

- Goal 1: Citizen Involvement
- Goal 2: Land Use Planning
- Goal 5: Natural Resources (OAR 660, Division 023)
- Goal 6: Air, Water and Land Resources Quality
- Goal 7: Natural Hazards
- Goal 8: Recreational Needs
- Goal 9: Economy of the State (OAR 660, Division 009)
- Goal 10: Housing (OAR 660, Division 008)
- Goal 11: Public Facilities and Services (OAR 660, Division 011)
- Goal 12: Transportation (OAR 660, Division 012)
- Goal 13: Energy Conservation
- Goal 14: Urbanization (OAR 660, Division 024)



## Goal 1: Citizen Involvement

*To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process*

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Goal 1 is at the heart of Oregon's planning program. The ability of citizens to participate in all phases of the planning process is critical to Goal 1 compliance. The ability to participate in the process is not, however, the same as giving all participants what they want. After listening and responding to comments from Molalla and rural residents, property owners and businesses, the Council made policy choices that it believed were in the best interest of the community as a whole. In certain cases, this led to an unsatisfactory result for some participants in the process.

### Planning Commission and Council Work Sessions

Between January 2005 and March 2009, Molalla Planning Commission held 149 public work sessions on the comprehensive plan, development code, downtown plan, and park and recreational plan and supporting background documents. Materials considered at each work session were made available at the Planning Department for public review. Each document was revised several times as a result of the public review process. Each series of revised documents was posted on the City's website at <http://www.molallaplanning.com>.

To ensure the full airing of all issues raised, and in addition to the 149 planning commission work sessions, the planning commission and city council held a series of eight joint public work sessions on the comprehensive plan and supporting documents. These work sessions were held from November 2007 to September 2008, on the following dates: 11/13/07 - 11/21/07 - 12/5/07 - 12/12/07 - 2/20/08 - 3/5/08 - 4/6/08 - 9/17/08.

### Public Hearing Process

The planning commission considered public testimony regarding each of the documents cited above at 19 public planning commission hearings. Each was publicly noticed and opportunity for public comments was provided. These hearings were held on the following dates: 10/14/08 - 10/28/08 - 11/5/08 - 11/18/08 - 12/2/08 - 12/9/08 - 4/7/09 - 4/14/09 - 4/28/09 - 5/12/09 - 5/28/09 - 6/16/09 - 7/7/09 - 7/9/09 - 7/14/09 - 7/16/09 - 8/11/09 - 9/1/09 - 9/2/09.

After the planning commission public hearing process, the City Council held nine separate public hearings on the documents between October 2009 and February 2010. These hearings

occurred on the following dates: 10/14/09 - 10/21/09 - 10/28/09 - 11/4/09 - 11/18/09 - 12/2/09 - 12/9/09 - 1/20/10 - 2/10/10.

### **Agency Coordination**

Notice of adoption of the comprehensive plan, downtown plan, park plan and development code was provided to the Department of Land Conservation and Development on August 15, 2008, and DLCD submitted a letter stating official acknowledgement of the submittal on October 30, 2008.

Coordination with Clackamas County staff was extensive. Please see discussion under Goal 2. The record shows that City staff has communicated with the Oregon Department and Land Conservation and Development (DLCD) and Transportation (ODOT) on a regular basis during the course of the 2010 comprehensive plan update. As documented in the record, these meetings and correspondence from these agencies resulted in substantial amendments to the relevant background studies, the comprehensive plan, and development code.

### **Staff Availability**

City staff was responsive to requests for information and to comments from citizens, property owners and businesses. The Planning Director and City Manager held hundreds of meetings with individual citizens, property owners and state agency staff over the last 5 years. Although not everyone was satisfied with the results of these meetings, all had multiple opportunities to interact by telephone, in writing, or in person with responsible staff at the city.

### **Goal 1 Conclusion**

Molalla's public involvement process exceeded Goal 1 requirements. There were a total of 177 publicly noticed work sessions and public hearings on the comprehensive plan, background documents, and implementing plans and land use regulations. Citizens and agency representatives had access to draft documents – either by visiting the planning department or going online. Citizen and agency comments were considered and accommodated in the plan wherever possible, consistent with applicable statewide planning goals and the broader public good as viewed by the City Council.

### **Goal 2: Land Use Planning Process**

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions*

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## 1. Inter-Jurisdictional Plan Consistency

Molalla has coordinated extensively with Clackamas County and affected state agencies in the plan development and adoption process. There were four primary coordination issues: (a) co-adoption of a coordinated 20-year population projection for the Molalla urban area; (b) co-adoption of the Molalla Comprehensive Plan as it applies outside the Molalla city limits; (c) co-adoption of an urban reserve boundary; and (d) co-adoption of interim development standards to limit development on rural residential land outside the UGB.

It is anticipated that the first issue – that of a coordinated 20-year population projection – will be addressed when the City moves forward with a UGB amendment in 2010-11. The City will be working with Clackamas County staff, appointed and elected officials over the coming months towards co-adoption of items b-d.

## 2. Adequate Factual Base and Consideration of Alternatives

The comprehensive plan is supported by several background studies that provide the factual basis and alternatives analysis required by Goal 2. Each of these background studies has been amended prior to adoption by the City Council to consider and accommodate comments from citizens, Clackamas County or affected state agencies.

- *Molalla Economic Profile* (E. Hovee, 2004)
- *City of Molalla Residential Land Needs Report* (Winterbrook Planning, 2009)
- *Buildable Lands Inventory Methods and Maps for Molalla UGB and URA* (Winterbrook Planning and the City of Molalla, 2007)
- *Urban Reserve Findings* (Winterbrook Planning, 2010)
- *Downtown & OR 211 Streetscape Plan* (Cogan Owens Cogan, 2008)
- *Molalla Downtown Master Plan* (Cogan Owens Cogan, 2009)
- *City of Molalla Historical Resources Inventory* (Projected 2010)
- *Molalla Local Wetlands Inventory* (Pacific Habitat Services, 2004)
- *Capital Improvements Plan Summary Findings and Recommendations* (City of Molalla, 1999 - 2004)

## 3. Availability of Plans and Implementation Measures

All background documents and each of the seven drafts of the comprehensive plan and development code were available to the public at city hall and on the city's webpage. City staff also made themselves available to meet with citizens and state agencies, and respond to their questions, upon request.

## 4. Adoption and Review by the City Council

The City Council (will have / has) adopted the comprehensive plan, the downtown plan, the park plan and the development code by ordinance. The adopting ordinance and the

comprehensive plan itself (page 2-4) make it clear that the supporting documents were adopted as part of the comprehensive plan and serve as the factual basis for consideration of alternatives leading up to plan adoption.

## Goal 2 Conclusion

Molalla’s comprehensive plan includes a series of background studies that provide the factual basis and analysis of alternatives required by Goal 2. The comprehensive plan is implemented by a series of functional or area plans, as well as the newly-minted *Molalla Development Code*. Background studies, the comprehensive plan, functional plans and the development code have undergone extensive revisions over the last five years of public and agency involvement.

Molalla has coordinated extensively with Clackamas County staff and affected state agencies – particularly with DLCD and ODOT – in the development and modification of these planning documents. Following an extensive public involvement process, the City Council has adopted final versions of these planning documents by ordinance. Molalla complies with Goal 2.

## Goal 5: Natural Resources

*To protect natural resources and conserve scenic and historic areas and open spaces*

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Goal 5 is implemented by the “Goal 5 rule” – OAR 660, Division 023. This rule requires cities to address riparian corridors, wetlands and wildlife habitat. The rule does not require cities to prepare scenic or historic inventories.

Molalla’s Local Wetland Inventory (LWI) was completed in 2004. This inventory addresses wetlands, streams and associated fish and wildlife habitat values within the existing UGB. As part of the comprehensive plan update process, Winterbrook Planning prepared an inventory of Goal 5 resource sites in alternative urban reserve expansion areas immediately outside the existing Molalla urban growth boundary (UGB). (*Molalla Natural Resources Report*, Winterbrook 2008) This inventory describes and maps riparian corridors, wetlands and associated wildlife habitat.

Molalla also adopted plan policies and land use regulations to protect inventoried riparian corridors and wetlands in a manner similar to the “safe harbor” provisions of OAR 660-023-0090 (riparian corridors) and -0100 (wetlands). In accordance with OAR 660-023-0070, riparian corridors and wetlands protected through the Goal 5 process are removed from the city’s buildable lands inventory (BLI).

Molalla is committed to a goal of creating an inventory and preserving historically significant sites and structures within the Molalla UGB. This *Historical Resources Inventory* is expected to be completed in 2010.

### **ESEE Analysis**

The draft comprehensive plan calls for protecting riparian corridors and wetlands in a manner “similar to” Goal 5 safe harbor provisions. Generally, these safe harbors require protection of:

- Locally significant wetlands that are separate from riparian corridors to the delineated wetland edge.
- Riparian corridors, including wetlands next to a stream, for a distance of 50 feet from the top to stream bank or edge of associated wetland.

Molalla proposes to vary from this safe harbor in two ways:

1. **Isolated wetlands** may be modified in accordance with the strict environmental impact criteria found in Section 18.7.150.C, where “necessary to accommodate reasonable development of a property.”
2. **The 50-foot streambank setback** may be modified in accordance with the strict environmental impact criteria found in Section 18.7.150.D provided that the average setback remains 50 feet or more *and* the setback is not reduced below 25 feet.

### **Economic Consequences**

The economic consequences of these minor adjustments to the safe harbor provisions of Goal 5 are generally positive. The modifications provide greater flexibility in the application of protection standards to isolated wetlands and riparian corridors, thereby increasing the usable area of private and public property. This will have a positive economic impact.

It is recognized that protecting wetlands and stream corridors have positive economic consequences – in terms of their flood storage capacity and positive effect on land values for adjoining properties. However, the avoidance and mitigation requirements of the aforementioned code requirements will minimize any potential adverse economic impacts resulting from impacts to isolated wetland or altered riparian corridors.

### **Environmental Consequences**

The environmental consequences are mixed. While the safe harbor provisions do not allow any reduction in isolated wetland area or riparian corridor setbacks, the more moderate approach taken by the city *only* allows such modifications after an exhaustive environmental review and with appropriate and effective mitigation. Therefore, it is unlikely that there will be severe adverse economic consequences resulting from application of the city’s more moderate and flexible standards.

For example, a setback reduction must include removal of invasive plant species from the protected setback area, and replacement with native species. There are several similar provisions that would likely result in increased environmental protection within the modified riparian setback area.

### *Social Consequences*

Wetlands and stream corridors provide protected urban open spaces which have positive social values to those living near, travelling through, or working in the vicinity of these important natural features. The city's more flexible process takes these social consequences into account. For example, to modify an isolated wetland, the approval authority must find that "The benefit to the public from the proposed use clearly outweighs the public good from retaining the wetland area" and that the wetland is integrated into the overall project design. Reduction of stream setbacks cannot reduce the average setback below 50 feet – while maintaining a minimum 25-foot setback area. This provision could allow people to interact on a more intimate basis with the natural feature – while preserving its overall functions and values.

On balance, the social consequences of the city's approach do not have serious adverse social consequences and would likely have social benefits.

### *Energy Consequences*

The energy consequences of the city's approach are minimal. Trees associated with wetland and streams provide positive energy impacts by reducing heat island in urban areas and mitigating the adverse affects of sun and wind on energy for home heating. The decision criteria and mitigation requirements for isolated wetlands and riparian corridors ensure that major reductions in native vegetation will not occur. Therefore, it is unlikely that the energy conservation benefits of riparian corridors and wetlands will be adversely impacted.

### *ESEE Conclusion*

The relatively minor variations from the safe harbor provisions of Goal 5 are minimal in terms of the ESEE consequences. Economic consequences are generally positive, with few if any major adverse environmental, social and energy consequences.

## **3. Plan Policies**

The comprehensive plan includes policies to protect inventoried stream corridors and wetlands. These policies as they applied to water resources are supported by the ESEE analysis above.

- Goal 5 Water Resources Policies 1-8; and
- Goal 5 Historic Resource Policies 1-14.

#### **4. Development Code Provisions**

The Molalla Development Code provisions implementing the comprehensive plan policies referenced above are found in Section 18.7.100 related to “Sensitive Lands.”

#### **Goal 5 Conclusion**

Molalla’s protection of historic resources and significant water resources complies with Goal 5.

#### **Goal 6: Air, Land and Water Resources Quality**

*To maintain and improve the quality of the air, water and land resources of the state*

---

Goal 6 requires cities and counties to adopt policies to coordinate with the Oregon Department of Environmental Quality (DEQ) to ensure that air, land and water quality resources are not degraded.

The comprehensive plan includes such coordination policies: Goal 6 Policies 1-15.

#### **Goal 7: Areas Subject to Natural Hazards**

*To protect people and property from natural hazards*

---

Molalla has inventoried its natural hazards as required by Goal 7. There are two categories of natural hazards affecting land within the Molalla UGB and the proposed urban reserve area:

- Flood hazards
- Landslide and erosion hazards

#### **Flood Hazards**

The comprehensive plan includes policies to ensure that development within the floodplain meets FEMA (Federal Emergency Management Agency) location and construction requirements (*Molalla Comprehensive Plan*, Goal 7 Natural Hazards). These policies are implemented by several chapters in the development code. Although limited development may be permitted within the 100-year floodplain under local regulations:

#### **Landslide Hazards**

The comprehensive plan includes policies to ensure that development on slopes of 25% or greater is controlled to minimize landslide and erosion hazards (*Molalla Comprehensive Plan*,

Goal 7 Natural Hazards). These policies are implemented by several sections of the development code.

## Goal 7 Conclusion

Molalla has effect provisions to limit development on steep slopes and within floodplains as required by Goal 7.

## Goal 8: Recreation Needs

*To satisfy the recreational needs of the citizens of the state and visitors*

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To address long-term park and recreational needs in the community, the city of Mollala has adopted *The Molalla Park and Recreation Master Plan*. This plan includes an inventory of existing facilities, recreational goals and policies, and future park and recreational facilities needs. The park plan identifies a target ratio of 10 park acres per 1,000 population. This ratio was used to determine long-term park land needs in the community.

## Goal 9: Economy of the State

*To provide adequate opportunities through the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens*

---

Goal 9 is implemented by the Goal 9 rule (OAR Chapter 660, Division 009). This rule requires that each city:

- Consider national, state and local trends to identify comparative economic advantages;
- Adopt economic development goals and policies as part of the comprehensive plan;
- Determine how much and what kind of land will be need to meet the site requirements of targeted employment opportunities;
- Designate sufficient “suitable” land to meet locally-identified employment goals; and
- Limit incompatible uses near designated employment sites.

## Background Studies

Molalla has prepared the following economic studies pursuant to Goal 9 requirements:

- *Molalla Economic Profile* (Hovee, 2004)
- *2009 Employment Land Needs Analysis* (Winterbrook, 2009)



## Economic Policies

The comprehensive plan includes a coherent economic development strategy, based on the *Economic Profile* and the *Employment Land Needs Analysis*, as well as extensive feedback from the public and City officials. The strategy is implemented through the following policies:

- Goal 9 Economic Development Policies 1-26;
- Downtown Development Policies 1-12;
- Community Planning Area Policies 1-8;
- Commercial Development Policies 1-21; and
- Industrial Development Policies 1-26.

## Development Code

The development code implements this strategy with the following employment zones:

- Central Business District (C-1);
- General Commercial (C-2);
- Light Industrial (M-1);
- Heavy Industrial (M-2);
- Highway Commercial Overlay (HC);
- Support Commercial Overlay (SC); and
- Employment Zone Overlay (EZ).

These zones are specifically designed to address transitional uses to ensure compatibility with targeted employment uses.

## Goal 9 Conclusion

The City's has reviewed economic trends and projected employment needs as required by Goal 9. The City's comprehensive plan provides a clear economic development strategy that is implemented by a series of employment zones. Molalla's comprehensive plan and development code amendments comply with Goal 9.

## Goal 10: Housing

*To provide for the housing needs of citizens of the state*

---

Goal 10 requires that cities designate sufficient buildable land – under clear and objective approval standards – to meet identified housing needs by type and density.

## Background

Molalla has conducted a “housing needs analysis” (HNA) to determine the amount of land that will be needed during the 20-year planning period for the UGB, and the 50-year planning period for the urban reserve. (Winterbrook, 2009) In part because of disparaging comments from DLCD regarding the results of the HNA (DLCD Letter, March 19, 2009), the city decided to rely on housing type and density “safe harbors” found in OAR 660-024, Table 1. The density safe harbor is, according to the rule “conservative”.

The safe harbor assumptions permitted by this rule resulted in slightly lower densities than originally projected in the city’s HNA. The density safe harbor for purposes of determining long-term land need, for a community with a growth projection below 25,000, is 7 units per net buildable acre. This density “safe harbor” was used to project, conservatively, 20-year and 50-year residential land needs in Molalla.

Prior to expanding the Molalla UGB to meet identified needs, the city will show that its residential buildable land supply is appropriately zoned – under clear and objective approval standards – to allow (a) at least 9 units per net buildable acre of residential land, and (b) with an overall density floor (minimum density) of 5 units per net buildable acre or greater. The city will also show that its zoned its buildable land supply to allow – under clear and objective standards – at least 20% of its future new housing units to be multifamily in high density residential zones, and 25% of its new housing units to be multifamily, attached or manufactured homes in parks in its medium density residential zones.

## Comprehensive Plan Policies

The comprehensive plan includes policies and measures to necessary to meet the city’s housing affordability obligations under Goal 10. These policies are described in the Comprehensive Plan’s Goal 10 Housing Policies (1-25). Single-family, multi-family, and mixed-use measures are found in the Comprehensive Plan Goal 10 Zoning and Implementation section.

The plan includes three primary residential plan designations: Low, High and Medium Density Residential.

- The **Low Density Residential** designation is implemented by the R-1 zoning district, which allows up to 8 dwelling units (du) per net buildable acre (nba), with a minimum density of 4 du/nba. Detached single family and duplexes are permitted outright under clear and objective standards.
- The **Medium Density Residential** designation is implemented by the R-2 zoning district, which allows up to 12 dwelling units du/nba, with a minimum density of 6 du/nba.

Detached and attached single family, duplexes and manufactured dwelling parks are permitted outright under clear and objective standards.

- The **Medium-High Density Residential** designation is implemented by the R-3 zoning district and, in defined areas by the HDR overlay district. The R-3 zone allows up to 24 du/nba with a minimum density of 12 du/nba. The HDR overlay zone allows up to 34 du/nba with a minimum density of 20 du/nba. Detached and attached single family, duplexes, and multifamily dwellings are permitted outright under clear and objective standards.

### **Mixed Use and Historic Zones**

The development code includes mixed use zones that carry out these policies by allowing housing through the redevelopment process in the Historic (R-5) and Community Planning Area (CPA) districts. The R-3 zone allows up to 24 dwelling units (du) per net buildable acre (nba), with a minimum density of 12 du/nba.

### **Goal 10 Conclusion**

Molalla has revised its comprehensive plan and development code to allow a wider range of housing types – at higher densities – within its residential and mixed use zones. Prior to proposing a UGB amendment, Molalla will demonstrate that it has allocated buildable residential land in a manner that meets Division 024 safe harbor provisions related to housing type and density.

### **Goal 11: Public Facilities and Services**

*To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development*

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Goal 11 requires cities to prepare “public facilities plans” (PFPs) that identify the timing, location and funding sources of sanitary sewer, water, storm drainage and transportation projects necessary to serve projected population and employment growth during the 20-year planning period. Goal 11 is implemented by the Goal 11 Rule (OAR 660, Division 011).

When considering alternative locations for UGB expansion or placement of urban reserves, cities are required to identify major public facilities projects necessary to serve each area under consideration, and to consider the cost implications of providing urban services to these areas. Molalla is *not* considering UGB expansion at this time.

## Comprehensive Plan

The comprehensive plan includes a discussion of sanitary sewer, water, storm drainage and transportation facilities necessary to support planned growth inside the UGB. (*Molalla Comprehensive Plan*, Goal 11) The city recognizes that the PFP will need to be updated prior to expanding the UGB.

As noted in the findings supporting establishment of the Molalla urban reserve, the city has identified major public works projects necessary to serve the proposed urban reserve area and their relative costs. (*Molalla Urban Reserve Findings*, Consideration of Goal 14 Location Factors).

## Development Code

The development code includes specific standards to ensure that new development is supported by an adequate level of public facilities and services as called for in the comprehensive plan and by Goal 11 (*Molalla Comprehensive Plan*, Goal 11 Policies). Title 18 – Community Design Standards – includes objective standards that ensure the timely and efficient provision of sanitary sewer, water, storm drainage and transportation facilities and services to new development, as required by Goal 11.

## Goal 11 Conclusion

The Molalla Comprehensive Plan and Development Code ensure that an adequate level of public facilities and services is provided to new development within the Molalla UGB.

## Goal 12: Transportation

*To provide and encourage a safe, convenient and economic transportation system*

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Goal 12 is implemented by the Transportation Planning Rule (aka the “TPR” or OAR Chapter 660, Division 012). Goal 12 and the TPR require that each city prepare and adopt a Transportation System Plan (TSP) to provide for all modes of transportation. The TSP must describe the timing, location, cost and funding mechanisms for transportation projects necessary to serve planned land uses within the UGB.

The Molalla TSP (Kittelsohn, 2001) is designed to address transportation impacts through the year 2020. Following the anticipated expansion of the UGB, the TSP will need to be amended to address planned growth through at least the year 2030. The city recognizes that land within the expanded UGB cannot be zoned for urban uses until the updated TSP has been adopted by the city and county and acknowledged by the Land Conservation and Development Commission.

## Coordination with ODOT

Throughout the entire planning process the City and ODOT have maintained a constant dialogue. During the months of May 2008 through August 2008 staff worked with ODOT representative Sonya Kazen on multiple occasions to address concerns from ODOT. These concerns were addressed due to the numerous interactions city staff and ODOT representative Sonya Kazen was able to have.

## Comprehensive Plan Policies

The comprehensive plan includes new transportation policies. The following policies were incorporated into the plan after extensive coordination with, and support from, Sonya Kazen of the Oregon Department of Transportation.

- Goal 12 Streets and Roads Policies 1-39;
- Goal 12 Railroads Policies 1-3; and
- Goal 12 Public Transportation Policies 1-9.

Molalla anticipates extensive amendments to its TSP to account for planned urban development through the 20-year planning horizon.

## Development Code Provisions

The development code specifies when transportation impact studies must be conducted to address land use impacts. (Sections 18.1.200 and 19.1.910) These sections address Transportation Planning Rule Section 060 “significant impacts” as required by the TPR.

## Goal 12 Conclusion

Molalla has coordinated extensively with ODOT in amending its comprehensive plan and development code to ensure Goal 12 compliance. Molalla is committed to amending its TSP to account for planned development over the next 20 years.

## Goal 13: Energy Conservation

*To conserve energy ... 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*

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This goal does not have an implementing administrative rule. Energy conservation is addressed primarily by Goal 14: Urbanization, which requires a compact urban growth form; and by Goal 12: Transportation, which requires that cities develop transportation systems that conserve energy.

The comprehensive plan addresses energy conservation through over 20 energy conservation policies (*Molalla Comprehensive Plan*, Goal 13, Energy Conservation Policies).

## Goal 14: Urbanization

*To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities*

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Goal 14 requires that cities establish and maintain urban growth boundaries to accommodate 20-year land needs. UGBs are adopted by both the city and the county and separate urban from rural lands. Goal 14 requires cities and counties to coordinate the efforts to ensure that land is used efficiently within UGBs.

### Comprehensive Plan

Molalla has not amended its UGB since it was adopted as part of the comprehensive plan in 1981. The comprehensive plan now includes an urban reserve that is intended to allow the city to plan for public facilities necessary to serve an estimated population of 24,829 in the year 2060. Please see Winterbrook's urban reserve findings for more details.

The comprehensive plan includes policies to manage growth within the Molalla UGB. (*Molalla Comprehensive Plan*, Goal 14, Molalla Urban Growth Management Policies). Connection to city services is required to allow urban development within the UGB; annexation to the city is required for public facilities and services to be extended to serve unincorporated land within the UGB.

### Urban Growth Management Agreement

Clackamas County has applied its Future Urban – 10 holding zone to ensure that urban development does not occur prior to annexation to the City.

### Goal 14 Conclusion

Molalla has policies and development standards to ensure the efficient use of land within its existing UGB. With only 70 buildable residential acres remaining in the existing UGB, Molalla anticipates a substantial UGB amendment in 2010-11. Any UGB amendment proposal will be consistent with OAR Chapter 660, Division 024, Urban Growth Boundaries.

## **Overall Conclusion**

Molalla has worked for over the last seven years to completely overhaul its 30 year-old comprehensive plan and land use regulations. These amendments have a solid factual base and considered a wide range of alternatives. The city has worked closely with DLCD, ODOT and Clackamas County staff to consider and accommodate the needs of these important partners.

As documented in these findings, the comprehensive plan and development code are responsive to and consistent with applicable statewide planning goals.

# DLCD Notice of Proposed Amendment Post Acknowledgment Plan Amendments Urban Growth Boundary Urban Reserve Area

In person  Digital  mailed

DATE STAMP

CP2011-01  
Exhibit 4

**THIS COMPLETED FORM**, including the text of the amendment and any supplemental information, **must be received at DLCD's Salem office at least 45 DAYS PRIOR TO THE FIRST EVIDENTIARY HEARING** ORS 197.610, OAR 660-018-000

Jurisdiction: **City of Molalla**

Date of First Evidentiary Hearing: **10/25/2011**

Local File Number: **CP 2011-01**

Date of Final Hearing: **11/23/2011**

Is this a **REVISION** to a previously submitted proposal?  No  Yes Original submittal date: **01/10/2010**

- Comprehensive Plan Text Amendment(s)
- Comprehensive Plan Map Amendment(s)
- Land Use Regulation Amendment(s)
- Zoning Map Amendment(s)
- Transportation System Plan Amendment(s)
- Urban Growth Boundary Amendment(s)
- Other (please describe):
- Urban Reserve Area Amendment(s)

**Briefly Summarize Proposal in plain language IN THIS SPACE (maximum 500 characters):**

In March 2010, the City of Molalla adopted revisions to its Comprehensive Plan, including an Urban Reserve Area (URA), which was subsequently rejected by the Clackamas County Board of Commissioners in April 2011. The City's current proposal is to amend the March 2010 Comprehensive Plan by removing all references to the URA and the associated 50-year population forecast. Consistent with state law, the City will use the "safe harbor" provision for its 20-year population projections.

Has sufficient information been included to advise DLCD of the effect of proposal?  Yes, text is included

Are Map changes included: minimum 8½"x11" color maps of Current and Proposed designations.  Yes, Maps included

Plan map change from: To:

Zone map change from: To:

Location of property (Site address and TRS):

Previous density range: New density range: Acres involved:

Applicable statewide planning goals:

- |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                          |                          |                          |                          |                          |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1                                   | 2                                   | 3                                   | 4                                   | 5                                   | 6                                   | 7                                   | 8                                   | 9                                   | 10                                  | 11                                  | 12                                  | 13                                  | 14                                  | 15                       | 16                       | 17                       | 18                       | 19                       |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Is an exception to a statewide planning goal proposed?  YES  NO Goal(s):

Affected state or federal agencies, local governments or special districts (It is jurisdiction's responsibility to notify these agencies.)

**Clackamas County Transportation and Development, Planning Division; Oregon Department of Transportation;**

Local Contact person (name and title): **Clay Glasgow**

Phone: **503-742-4520**

Extension:

Address: **150 Beaver creek Rd.**

City: **Oregon City**

Zip: **97045**

Fax Number: **503-742-4550**

E-mail Address: **clayg@co.clackmaas.or.us**

**- FOR DLCD internal use only -**

DLCD file No \_\_\_\_\_



# SUBMITTAL INSTRUCTIONS

**THIS COMPLETED FORM**, including the text of the amendment and any supplemental information, **must be received at DLCD's Salem office at least 45 DAYS PRIOR TO THE FIRST EVIDENTIARY HEARING.** ORS 197.610, OAR 660-018-000

1. This Form 1 must be submitted by a local jurisdiction. Individuals and organizations may not submit a comprehensive plan amendment for review or acknowledgment.
2. When submitting a plan amendment proposal, please print a completed copy of **Form 1** on light **green paper if available.**
3. **Text:** Submittal of a proposed amendment to the text of a comprehensive plan or land use regulation must **include the text** of the amendment and any other information necessary to advise DLCD of the effect of the proposal. "Text" means the specific language proposed to be amended, added to or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. **Please submit Form 1 with ALL supporting documentation.**
4. **Maps:** Submittal of a proposed map amendment must also include a map of the affected area showing existing and proposed plan and zone designations. The map must be legible, in color if applicable and printed on paper no smaller than 8½ x 11 inches. Please provide the specific location of property: include the site address(es) and Township/Range/Section/tax lot number. Include text regarding background, justification for the change, and the application if there was one accepted by the local government.
5. **Exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.
6. Unless exempt by [ORS 197.610\(2\)](#), proposed amendments must be received at the DLCD's Salem office at least 45-days before the first evidentiary hearing on the proposal. The clock begins on the day **DLCD Receives** your proposal in the Salem Office. The first evidentiary hearing is typically the first public hearing held by the jurisdiction's planning commission on the proposal.
7. Submit **one paper copy** of the proposed amendment including the text of the amendment and any supplemental information and maps (for maps see # 4 above).
8. Please mail the proposed amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on **8½ x11 green paper if available.** If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail [plan.amendments@state.or.us](mailto:plan.amendments@state.or.us).

**MOLALLA  
COMPREHENSIVE PLAN**

**Volume I**

**MOLALLA, OREGON**

**Volume I:**  
**MOLALLA COMPREHENSIVE PLAN**

City of Molalla

*Amended ~~March 16, 2010~~ August 10, 2011*  
*General Ordinance 10-\_\_\_\_*

Prepared by:  
**The City of Molalla Planning Commission**

With advice from  
**Winterbrook Planning**

## ACKNOWLEDGMENTS

The following group of dedicated citizens gave several years of their time to help in the drafting of the 2010-2011 Comprehensive Plan revisions for The City of Molalla. The City particularly appreciates the dedication and service of advisory groups and Molalla Planning Commission. Both groups worked beyond expectation to create a quality policy document that will carefully direct the community's land use and development. The City's appreciation extends to the local, state, and federal resource agencies who provided assistance and information, and to the many citizens and interest groups who participated in the public workshop process critical to the development of this plan.

### Advisory

### Planning Commission

### Professional Economic Development and Planning Services

- Winterbrook Planning (Portland, Oregon)
- Erik D. Hovee Associates (Vancouver, Washington)
- Cogan Owens Cogan (Portland, Oregon)

### Staff Support:

### City of Molalla Planning Department

### City of Molalla Public Works Department

## VISION

The vision that informs the 2010-2011 Comprehensive Plan Update is:

***“Molalla –  
A recreationally oriented and family friendly community  
with a vibrant downtown and livable neighborhoods”***

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# PART I: MOLALLA'S COMPREHENSIVE LAND USE PLAN

## Molalla Comprehensive Plan Purpose and Organization

The Oregon Legislature mandated Comprehensive Land Use Planning with Senate Bill 100 (ORS Chapter 197). Under ORS 197, the Land Conservation and Development Commission (LCDC) was created and directed to adopt Statewide Planning Goals and implementing “administrative rules” that establish a framework for local planning.

The Molalla Comprehensive Plan (“the Plan”) is intended to serve the principal policy document for land use within Molalla Urban Growth Boundary (UGB). It is intended to guide physical development of the City. The Plan is organized to reflect applicable Statewide Planning Goals. It includes a Land Use Plan Map and text. The text of the Plan is presented in five parts that provide a framework for land use decisions:

- **Part I: The Land Use Planning Process** (Statewide Planning Goals 1 – Citizen Involvement and 2 – Land Use Planning)
- **Part II: Open Space, Recreation and Community Livability** (Statewide Planning Goals 5 – Natural and Cultural Resources, 6 – Air, Land, and Water Quality, 7 – Natural Hazards, and 8 – Recreational Needs)
- **Part III: Economic Development and Housing** (Statewide Planning Goals 9 – Economic Development and 10 – Housing)
- **Part IV: Public Facilities and Transportation** (Statewide Planning Goals 11 – Public Facilities and Services, and 12 – Transportation)
- **Part V: Urban Form and Growth Management** (Statewide Planning Goals 13 – Energy Conservation and 14 – Urbanization)

**Volume I of the Plan includes background text, goals, policies and implementation measures:**

- **Goals** state the general land use direction to which the City and County are committed.
- **Policies** are mandatory and must be addressed when making major land use decisions, such as comprehensive plan map amendments or zone changes.
- **Implementing measures** offer specific but discretionary steps to carry out plan policies.

The Plan is supported by Background Documents and is implemented by Functional Plans, Community Plans and the Molalla Development Code. The Plan also includes a Land Use Plan Map with general land use designations that control how land will be used over the 20-year planning period for the entire area within the Urban Growth Boundary (UGB). The City Zoning Map must be consistent with Land Use Plan Map and identifies which zoning districts apply to development within the City Limits. The Clackamas County Zoning Map determines how land can be used on an interim basis until it is annexed to the City.

The Plan Map illustrates the general land use concepts presented in the text of the Plan. The Plan Map shows the type, location and density of land development and redevelopment permitted in the future. The Land Use Map of the Comprehensive Plan shows land designated for Public, Industrial, Commercial, and Residential use. However, the Plan text recognizes that certain combinations of uses can be beneficial and, therefore, language in the text provides for a mixing of those combinations through a Planned Development Review process. When interpreting the intent of the Plan, the text supersedes the map in the event of a conflict.

## ***Supporting and Implementing Documents and Plans***

**The Comprehensive Plan is supported by a series of Background Documents, Functional Plans and Community Plans.** Community Plans and Functional Plans may be initiated by the City Council or Planning Commission at any time in response to community needs.

- **Background Documents – Volume II**
- **Functional Plans – Volume III**
- **Community Plans – Volume IV**
- **Implementing Measures – Volume V**

## **Volume II: Background Documents**

Background documents provide the factual and analytical basis for the goals, policies and implementing measures found in the Comprehensive Plan, but are not policy documents in themselves. The numbers and analysis found in background documents is expected to change over time. For example, the Buildable Lands Inventory will be updated regularly as land develops within the UGB. Therefore, periodic updates to these documents do not require an amendment to the Comprehensive Plan.

### **List of Background Documents**

- A. *Molalla Economic Profile* (E. Hovee, 2004)
- B. *City of Molalla Residential Land Needs Report* (Winterbrook Planning, 2009)
- C. *Buildable Lands Inventory Methods and Maps for Molalla UGB and URA* (Winterbrook Planning and the City of Molalla, 2007)
- ~~D. *Urban Reserve Findings* (Winterbrook Planning, 2010)~~
- ~~E.D. *Downtown & OR 211 Streetscape Plan* (July 2007)~~



- F.E. City of Molalla Historical Resources Inventory (Projected 2010)
- G.F. Molalla Local Wetlands Inventory (Pacific Habitat Services, 2004)
- H.G. Capital Improvements Plan Summary Findings and Recommendations (City of Molalla, 1999 - 2004)
- I.H. Downtown Plan (Cogan Owens Cogan, 2007)

## **Volume III: Functional Plans**

### **Description**

City functional plans further implement the Comprehensive Plan policies and recommendations regarding specific topic areas of interest or concern to the City. Functional Plans may include, but are not limited to, parks and recreation, housing, open spaces, natural resources development and conservation, historic resources, culture and the arts, economic development, environmental quality and other topic area or elements addressed in the Comprehensive Plan. City functional plans are prepared from time to time in response to community need and are intended to guide the development and implementation of related functional programs or activities conducted by City agencies-

The *Molalla Transportation System Plan* (TSP) and the *Molalla Public Facilities Plan* (PFP) are considered part of the Comprehensive Plan. The TSP includes street classifications, policies and standards related to transportation improvements. The PFP identifies the timing, location and general cost of sanitary sewer, water and storm drainage projects necessary to support planned development within the UGB. Both the TSP and PFP must comply with State statutes and regulations relating to portions of public facility plans required to be included in the Comprehensive Plan. Those portions of public facility plans required to be included in the Comprehensive Plan shall be adopted by ordinance as major plan amendments to the Comprehensive Plan Text or Land Use Map.

Master plans for sanitary sewer, parks, water, schools, storm drainage, airport, and transportation also support the goals, policies and implementing measures found in the Comprehensive Plan but are not policy documents in themselves. The projects, cost estimates, timing and funding sources found in public facilities plans are not intended to function as plan policies, unless explicitly adopted as part of the Comprehensive Plan. Such master plans typically are “accepted” by the City Council, but are not necessarily adopted by the City Council or County board. Public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to master facilities plans are not considered amendments to the Comprehensive Plan itself and their projections for growth and development are not limiting or overriding.

## List of Functional Plans

- A. *Molalla Public Facilities Plan* (City of Molalla, 2007)
  - *Molalla Wastewater Facility Plan* (Tetra Tech / KCM, 2000)
  - *Molalla Water System Plan* (EAS Engineering, 1996)
  - *Molalla Storm Water Master Plan* (2007)
- B. *Molalla Transportation System Plan* (Kittelson, 2001)
- C. *Molalla Park and Recreation Plan* (~~Projected~~ City of Molalla 2009)
- D. *Molalla School District Facilities Plan* (2007)

## Volume IV: Community Plans

A “community plan” means any plan, planning document or coordinated set of planning policies which establishes coordinated policies and development guidelines for the development of land uses and development activities within a specific geographic area of the City. A community plan is more detailed than the Comprehensive Plan and has Comprehensive Plan status and function relative to the specific geographic area to which it applies. A community plan may contain a map, policy statements and recommendation relating to development densities, public facility and utility improvements and the arrangement of land uses to guide future land use decisions and implementing measures for its geographic area. A community plan must be consistent with the Comprehensive Plan.

Community plans shall be adopted by the City Council as major plan amendments to the city’s comprehensive plan text or land use map as applicable.

## List of Community Plans

## Volume V: Implementing Measures

### List of Implementing Measures

#### A. *Molalla Development Code*

Molalla Development Code (MDC) contains zoning districts, development standards and land use decision-making procedures for implementing the Molalla Comprehensive Plan, functional plans and community plans. The MDC will be amended to implement the policies of the Plan in Phase II of the 2006-08 growth management process. The MDC consists of two basic parts:

- A map of the zoning districts as they are assigned to lands within the City.
- Text that spells out in detail the standards of each zoning district and related review and amendment procedures.

Since the development code is the primary implementation tool of the Comprehensive Plan it must reflect the land use designations and policies set down by the Plan. Further, it must deal with those specific items which the plan is not intended to deal with such as permitted and conditional use, minimum lot sizes, yard setbacks, parking, and other special requirements

### B. *Molalla Public Works Design Standards*

~~B.~~ The Molalla Public Works Design Standards are being developed and will be incorporated into the Molalla Development Code by when they are completed.

### C. *Molalla Capital Improvement Program*

~~C.~~ Molalla is developing a capital improvement program for all categories of public improvements. Like the Public Works Design Standards, it is anticipated that the capital improvement program will be incorporated into the Molalla Development Code upon completion. However, as a financial planning and implementation program, elements of the capital improvements program, in particular those portions that implement the City's System Development Charges (SDC's), may be added to the Molalla Municipal Code chapter regarding financial administration.

### *D. Intergovernmental Agreements*

Clackamas County is a partner in the successful implementation of Molalla Comprehensive Plan. Since Clackamas County retains jurisdiction over unincorporated areas within Molalla UGB until land is annexed to the City, the City Council and County Board have adopted an intergovernmental agreement that spells out roles and responsibilities for land use review and decisions within the Molalla UGB. The City may also enter intergovernmental agreements with other partners in land use planning, such as the Oregon Department of Transportation (ODOT).

## ***Geographical and Historical Context***

The City of Molalla is a fast growing rural community located in the southwest section of Clackamas County. Molalla is approximately 14 miles south of Oregon City via State Highway 213, approximately 25 miles northeast of Salem, and approximately 27 miles southeast of Portland. The terrain in the study area is level to gently sloping. The highest point within the City Limits is 371 feet elevation. The surrounding area around Molalla is generally used for agricultural purposes. The Molalla River is located about a mile east of the 2006 UGB.

William Russell took up the first land claim in 1840. The fertile soil, ample water and rich grasses of the Willamette Valley soon lured other settlers to follow. Soon the land, once the favorite hunting ground of the Native American, was under cultivation. Ten years later on April 9, 1850, the first post office was established near the present site of Liberal, approximately three miles to the north of the City. The post

office was discontinued at Liberal in 1851, records do not give the exact location, but it is assumed on December 7, 1868 the Post Office was reestablished in Molalla.

Legend has it that two pioneer trails, east-west and north-south, met at the present intersection of Molalla Avenue and Main Street, and naturally By 1856 Molalla was a thriving agricultural center with the first school and a general store opening a year later. Molalla developed rapidly as an important trade center and later, as a lumber-manufacturing town.

The year 1913 seemed to be the magical year for Molalla the first railroad, the Willamette Valley Southern, steamed through town. With the railroad came a new post office, a new school, and the first weekly newspaper. The first Molalla Buckeroo was held in 1913, the year the City incorporated.

The name “Molalla” has had many different spellings over the years, and there are a number of theories as to its origin. William Hatchette “Uncle Billy” Vaughan, a pioneer of 1885, claimed that the name originated from two Chinook Indian words, “moolek” for elk and “olilla” for berries, both plentiful in the mountain region during that time. Whatever the case, the 27 different spellings have evolved into one and the community has settled on the spelling “Molalla”.

Molalla has a temperature maritime climate with dry, moderately warm summers and wet, with mild winters. The prevailing winds are from the west and northeast in the summer and from the south and the southwest in the winter. Periods of easterly winds bring cold, clear weather in winter and exceptionally dry, hot weather in the summer. About 60 percent of the annual precipitation occurs from November through February while only about 10 percent occurs from June through September. In winter temperatures below 10 degrees and summer temperatures above 100 degrees are rare. Snowfall records are not kept for Molalla, however Salem is the nearest City where records are kept, and averages 6.2 inches of snow per year.

Molalla has blessed with a wealth of local and regional recreation opportunities which enrich the City’s livability and desirability. The City, County, State and the local school district all contribute to the provisions of parks, recreational facilities, and activities in and around Molalla. The City's proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30-40 minute drive. The ocean beaches, Mt. Hood and other Cascade Mountains and several campgrounds, rivers and lakes are within a two hour drive, providing the citizens of Molalla within a couple of hours drive, thus providing an abundance of recreational activities.

## **GOAL 1 – CITIZEN INVOLVEMENT**

The purpose of Statewide Planning Goal 1 - Citizen Involvement is:

*To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

### ***Background***

Statewide Planning Goal 1 requires cities and counties to adopt and publicize a program for citizen and agency participation in “all phases of the planning process”. The citizen involvement program should be appropriate to the scale of the planning effort and provide information that enables citizens to recognize and comprehend the issues. The City has long recognized the importance of citizen involvement in the land use planning and decision-making process. The following goals, policies, and implementation measures provide support and guide future citizen and agency involvement in the Molalla planning process.

### ***Citizen Involvement Goals and Policies***

#### **Molalla Citizen Involvement Goal:**

*Encourage and provide means for interested citizenry and affected governmental agencies to be involved in all phases of the land use planning process, on individual cases and city-wide programs and policies.*

#### **Citizen and Agency Involvement Policies**

1. The City of Molalla shall assign the Molalla Planning Commission as the officially recognized Citizen Advisory Committee (CAC).
2. The City shall coordinate with County and State agencies with an interest in Molalla’s planning programs and policies.
3. The Planning Department shall keep copies of the Comprehensive Plan, the City’s land use code, adopted Community Plans and Functional Plans on file at City Hall for inspection by the public.
4. Copies of adopted plans shall be provided to the public and affected agencies at a reasonable cost.
5. The City shall provide for a wide range of public involvement in City Planning programs and processes. The City should:
  - 5.1. Provide user-friendly information to assist the public in participating in City planning programs and processes, including available sources of media ranging from television (when available and free), radio (when available and free), newspapers, mailings, and meetings to provide for the highest involvement from citizens.
  - 5.2. Provide information for public review while it is still in “draft” form, thereby allowing for community involvement before decisions are made.
  - 5.3. Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Charges.
  - 5.4. Provide data to those interested citizens in non-technical and understandable terms.

- 5.5. Clarify the process in which citizens can understand while at the same time adopting procedures to allow interested parties reasonable access to information on which public bodies will base their land use planning decisions.
- 5.6. Provide data that is broken down giving all parties an understanding of the issues. This includes technical data submitted by other parties.
6. The Planning Commission may hold periodic public meetings to discuss planning issues and projects of special concern to the City.
7. To maintain the qualifications to act as the CAC the Planning Commission should:
  - 7.1. Schedule public hearings/meetings to carry out its responsibilities as the CAC.
  - 7.2. Assist the City Council as a task force for gathering information, and by sponsoring public meetings and/or evaluating proposals on special projects relating to land use and civic issues. The Planning Commission should also assist the City Council and officials in communicating information to the public regarding land use and other issues.
8. The Planning Commission should conduct informal work sessions where necessary to engage the general public in an interactive discussion. These sessions should provide an open and informal exchange of ideas among the members of the general public and the Planning Commissioners. Such meetings should occur at a minimum of two times a year. The City shall provide notice of such meetings in the local paper at least two weeks prior to the meeting.
9. In preparing public notices for Planning Commission meetings, staff will clarify the type of meeting to be held. These meetings should be identified by date, time, place, and topic so interested citizens can participate.
10. Draft documents shall be distributed to such agencies and utilities requesting comments. Comments shall be considered by the City and kept on file. Elements of this plan shall be coordinated with State, County and local agencies, which have an interest.
11. The Planning Commission and the City Council should establish and maintain an effective and continuing communication and dialogue with the various segments of the community on the Comprehensive Plan, Plan implementation measures, Community Plans, Functional Plans and City programs that implement the Comprehensive Plan.
12. The Planning Commission and City Council should hold a minimum of two joint meetings per year where the public may attend to ask questions.
13. At the onset of the citizen involvement program, the governing body should clearly state the mechanism through which the citizens will receive a response from the policy-makers.
14. Comments and recommendations resulting from the public involvement programs established for major and minor revisions of the Comprehensive Plan, City's Land Use Code, adopted Community Plans and Functional Plans should be collected and summarized by staff.
  - 14.1. Copies of the summarized comments will be made available for public review at the City Planning Department.
  - 14.2. Planning Commission recommendations and City Council decisions on major and minor revisions to the Plan, Community Plans, and Functional Plans and the rationale relied upon by policymakers to reach such recommendation and decisions should be made available to the public in the form of a written record.
  - 14.3. The City should assure that recommendations relating from the citizen involvement program are retained and made available for public assessment. Citizens who have participated in this program should receive a response from policy makers.

## GOAL 2: LAND USE PLANNING

The purpose of Statewide Planning Goal 2 – Land Use Planning is:

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

### *Background*

Molalla began its first comprehensive planning process in of 1975, by forming a citizens' advisory committee (CAC). By 1980 the CAC completed the Molalla's first Comprehensive Plan that was generally consistent with the statewide planning goals adopted by the Oregon Land Conservation Development Commission (LCDC). Many notices and articles were published to provide citizens an opportunity to assist in the preparation of the Comprehensive Plan. Since that time, the Molalla Comprehensive Plan has guided growth and development in the City.

Molalla's 1980 Comprehensive Plan was adequate for its time. In 2002, the City determined a major revision to the Comprehensive Plan was necessary to address rapid population growth, changes to the City's economic base, and the City's recreation-based and family-oriented identity.

Over the last five years, the City has:

- Conducted extensive reviews of the Molalla Comprehensive Plan and Development Code;
- Prepared a detailed economic analysis and population projection;
- Prepared draft downtown plan
- Parks & Recreation plan;
- Conducted a residential land needs analysis and buildable lands inventory;
- Held scores of planning commission meetings.

The City is now completing adoption of this document (the 2011 Molalla Comprehensive Plan), extensive revisions to the Molalla Development Code and a new Parks and Recreation Master Plan. the first phase of a two-phased comprehensive planning process:

- ~~1. Phase 1 includes adoption of this document (The 2010 Molalla Comprehensive Plan) and:
  - ~~a. Extensive revisions to the Molalla Development Code,~~
  - ~~b. Adoption of the Parks and Recreation Plan, and~~
  - ~~c. Establishment of Molalla's 50-year Urban Reserve Area (URA)~~~~
- ~~2. Phase 2 includes expansion the City's 20-year Urban Growth Boundary (UGB) and adoption of:
  - ~~a. Additional revisions to the Molalla Development Code,~~
  - ~~b. Revisions to the Molalla Transportation Systems Plan.~~~~

~~The updates will provide for the coordination of both the growth and development projections and timing of facility expansions.~~

## *Population Projection*

In order to maintain and update Comprehensive Plans and UGBs, a “coordinated” population projection is required by ORS 195.036. Population projections must be coordinated by the designated coordinating agency, in this case Clackamas County. The combined sum of projections for incorporated cities and rural areas in the County must roughly equal the projection for the county as a whole (the county “control total”).<sup>1</sup> The control total usually comes from the long-term population projections developed by the Office of Economic Analysis of the State Department of Administrative Services.<sup>2</sup>

~~At the time of this writing, t~~The most recent OEA projections were released in 2004. ~~The 2010 census data from the U.S Census Bureau is also available. The analysis from E.D. Hovee shows an overall growth rate of 2.0 percent for the period from 1980 to 2003. The U.S. Census data shows a growth rate of 3.7 percent for the ten-year period from 2000 to 2010, and an average annual growth rate of 3.4 percent for the 50-year period from 1960 to 2010.~~

Population projections serve several purposes. First they allow cities to estimate the amount of public infrastructure capacity ~~to provide that will be necessary to serve city residents.~~ This ensures that cities have sufficient public facilities, such as sewer, water and transportation capacity to accommodate projected growth. These facilities require a substantial public investment and it is essential to have a reasonably accurate demand forecast.

Next, it allows cities to develop estimates of how much housing, park, school, institutional, commercial, and industrial space will be needed over the planning period. These estimates in turn allow for a determination of how much land will be needed to accommodate that growth. Finally, the amount of land needed for growth can be compared with the City’s buildable lands inventory to determine whether sufficient land is available to accommodate 20 (or more) years of growth. However, in the absence of action by Clackamas County to adopt a population projection for the City of Molalla, the City cannot rely on the available data to project or plan for population growth and must base their population forecast on the safe harbor method outlined in OAR 660-024-0030 (4) and ORS 195.034(2).

~~As described in the *Molalla Population Projections (2010-2060)* memorandum (Winterbrook, 2009), Molalla has a two-part population projection—an estimate of 20-year population growth, and a forecast for 30 years beyond that. Molalla’s initial 20-year estimates were based on analysis by E.D. Hovee and Company, a respected demographic firm, and resulted in a growth rate of 2.9% through 2025. However, Clackamas County is currently unwilling to engage in a population coordination process. So it appears unlikely that the City will be able to use a demographer’s analysis and projections as the basis for a 20-year “coordinated” population projection.~~

~~So rather than rely on the Hovee analysis, Molalla’s 20-year estimate is based on methodology comparable to the “safe harbors” allowed by ORS 195.034(2) and OAR 660-024-0030(4). These “safe~~

<sup>1</sup> The projections for incorporated cities includes all lands within the existing Urban Growth Boundaries (UGBs) of those cities. In short, the projections are for growth in the UGBs.

<sup>2</sup> While most coordinating bodies use the OEA projections as the basis for coordination, there is no statutory requirement that the OEA projections be used for coordination. The U.S. Census data provides an additional reliable source of information on population growth.



~~harbors” link City growth forecasts directly to overall County growth. While inconsistent with professional demographic projections, this estimate provided a base to work from for analysis of Urban Reserve Area (URA) needs through the year 2060.~~

~~To be clear, the 20-year estimate is not intended to be a “coordinated population projection” for Urban Growth Boundary (UGB) purposes. Molalla should update the 20-year projection when it engages in future UGB analysis. Molalla’s 20-year estimate results in a 2030 population of 10,532.~~

## **~~2060 URA~~ Population Projection**

The further out a population projection goes, the less reliable it becomes. This is especially true for smaller jurisdictions, where events such as the gain or loss of a single large industrial employer can have significant impact on the area population, and development of a large subdivision will comprise a substantial portion of the City’s projection. Lifestyle and migration patterns, key components of population growth, are logically less clear as we look into the future. It is important for cities to monitor actual population growth, so that they may adjust and modify plans and projections to account for variances.

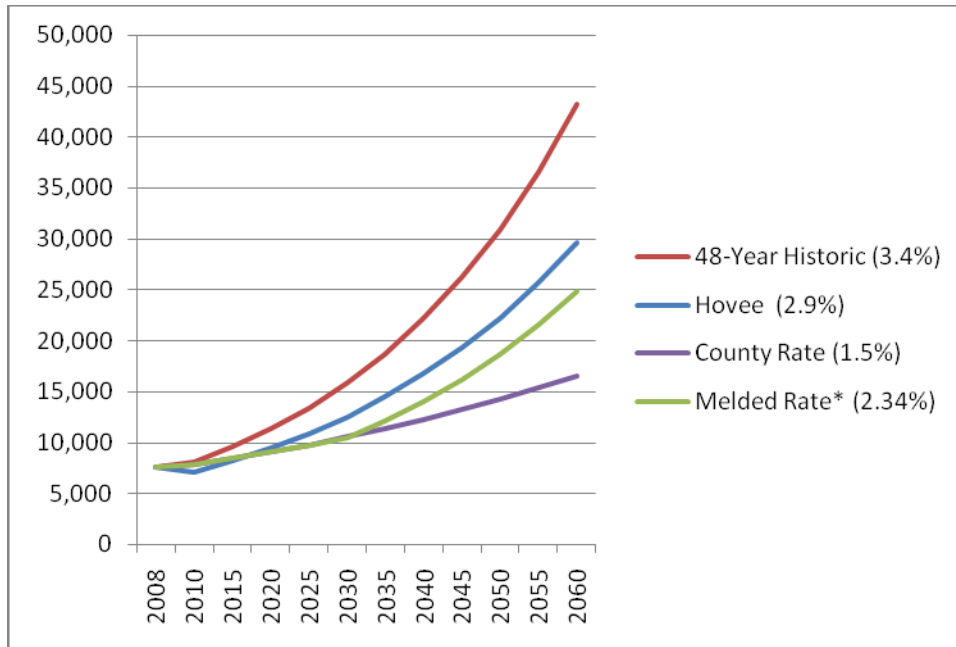
~~There are no coordinated population projection requirements, or “safe harbors” for Urban Reserve population projections.~~

Figure 1 below provides four different looks at potential long range population growth for Molalla.

As shown on Figure 2-1:

- Should Molalla continue to grow from 2010-2060 at the same rate it grew from 1960-2008, it would reach a population of 43,183.
- If Molalla grows consistent with the rate estimated by Hovee through 2025 (2.9%), and continues to grow at a similar rate through 2060, Molalla would reach a population of 29,581.
- If the City planned to grow at the same rate as Clackamas County for the next 50 years (approximately 1.5%), Molalla’s planned 2060 population would be 16,462.
- Matching the County rate to 2030 (safe harbor) and extending the Hovee rate (2.9%) from 2030 to 2060 would result in a population of 24,829, and an overall “melded” growth rate of 2.34%.

### **Figure 2-1: 2008-2060 Growth Scenarios**



Winterbrook Planning, 2009

\* Melded Rate is Safe Harbor (1.5%) through 2030, Hovee (2.9%) through 2060

Molalla opted to use the “melded rate” scenario for Urban Reserve planning—an assumption of a more demographically consistent rate for 30 years beyond the “safe harbor” UGB timeframe. This results in an overall 2008-2060 growth rate of 2.34%. This conservative melded rate is about a third less than the observed growth rate in Molalla since 1960, but provides a reasonable population basis for long range public facility planning purposes. **The forecast using the melded rate results in a 2060 population of 24,829.**

Despite the availability of recent, accurate and reliable information regarding population growth in Molalla, state law prohibits the City from using this information to plan for future growth until such time as Clackamas County adopts a population projection for the City which, as of the date this Comprehensive Plan was adopted, the County has declined to do. Therefore, the City is prohibited from planning for future growth at this time.

## Comprehensive Plan Revision and Interpretation

Comprehensive plans or maps must adjust to changing attitudes and desires, economic and social conditions, and technology. Molalla’s The City expects to review the Comprehensive Plan will undergo reviews every 5-10 years, or through the “periodic review” process as required by state law, to ensure that this document remains an up-to-date and workable framework for development. If changing conditions indicate that review of the Plan’s Goals and Policies are warranted, between the required Periodic Review periods, the City Council or Planning Commission may initiate modifications at any time. Any citizen or group may file the appropriate paper work and pay the appropriate fees to apply for a plan amendment. The Planning Commission and the City Council shall review proposed plan

amendments as received. Formal direction for the City-wide Urban Growth Boundary expansions may only come from the Planning Commission or City Council.

Once public hearings before the Planning Commission and the City Council have been concluded and the plan has been officially adopted, it becomes the official policy statement of the City Council of the City of Molalla. The Planning Commission and Planning Staff are authorized to interpret the standards and requirements of either the text or maps of the Comprehensive Plan. The City Council shall have final authority for the interpretation of the text and/or the map when such matters come before the City Council for consideration.

## Major and Minor Plan Amendments

All land use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in this plan. Major and minor plan amendments are described below:

- A **major amendment** means any significant change to the Comprehensive Plan text or map initiated by the City Council or Planning Commission. A “major change” is one that refines, amends, or changes both the plan text and map, has an effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences. Major plan amendments include but are not limited to plan amendments that incorporate community plans as part of the Comprehensive Plan or use portions of the public facility plans as part of the Comprehensive Plan in accordance with State statute and regulations implementing Statewide Planning Goal 11.
- A **minor amendment** means change to the Comprehensive plan, which is not a major plan amendment. Minor plan amendments include all quasi-judicial, site-specific amendments to the Comprehensive Plan Map.

## ***Jurisdictional Boundaries and Urban Growth Management***

The Molalla Urban ~~Reserve Area (URA) and Urban~~ Growth Boundary (UGB) contains land under both City and County jurisdiction. The establishment and change of the UGB ~~and URA~~ is a joint process that requires approval from both the Molalla City Council and the Clackamas County Board of Commissioners. To ensure consistency, the City and County coordinate efforts to manage all lands within both of these boundaries. The policy document used for this purpose is the "Urban Growth Management Agreement."”

Molalla has land use decision making authority within the Molalla City Limits. Annexation to the City is required for urban services necessary to support urban level development. The intent is maintain an adequate supply of buildable and serviceable land within the City Limits to assure that there are choices in type, location, and density or intensity of residential, commercial, industrial and public facilities development.

Clackamas County is responsible for making land use decisions outside the City Limits but within the Urban Growth Boundary (UGB) ~~or Urban Reserve Area (URA)~~. The City intends to enter into and maintain an intergovernmental agreement with Clackamas County to allow the City to prepare long range

plans for the properties within Molalla's planning area and outside the City Limits. The City will actively participate in the land use planning decisions of nearby jurisdictions that may have an effect on Molalla.

## Planning Process Goals

- To comply with the Statewide Planning Goals and assure that changes to this Plan comply with these goals.
- To participate with other jurisdictions and special districts to assure appropriate land use and related issues are coordinated.
- To assure that to the extent possible, land use reviews minimize cost and delay in administration.
- To implement the community vision through the comprehensive planning process.

## Periodic Review

~~During the 4-10 years period between scheduled major reviews of the Comprehensive Plan pursuant to ORS 197.628 periodic review requirements, Pursuant to ORS 197.629,~~ the City Planning Commission, with the assistance from the Planning Department, ~~should may~~ review the Comprehensive Plan and ~~may~~ initiate major or minor revisions of the plan in order to address city wide or community needs. As part of this responsibility, the Planning Commission ~~should may~~ schedule and conduct a biennial public plan review process to consider requests for plan revisions from any property owner, city agency, government agency, or business or community organization.

## Planning Roles

The following describes the roles of the Planning Director and Planning Commission:

- The **Planning Director** shall keep copies of the comprehensive plan, the city community development code, adopted community plans and functional plans on file at city hall and at all branches of the city library for inspection by the public. The Planning Department shall notify citizens and government agencies that copies of such adopted plans are available for public review and distribution. The Planning Department shall notify citizens and government agencies that copies of the adopted plan are available for review.
- The **Planning Commission** considers and reviews amendments to the Comprehensive Plan, Functional Plans, Community Plans and the Molalla Development Code. The Planning Commission also acts as a decision-making body in reviewing quasi-judicial land use applications. At its discretion, the Council may assign this quasi-judicial review function to a land use hearings officer.

## **PART II: OPEN SPACE, RECREATION & COMMUNITY LIVABILITY**

### **GOAL 5: NATURAL AND HISTORIC RESOURCES**

A purpose of Statewide Planning Goal 5 is:

*To conserve open space and protect natural and historic resources.*

#### *Urban Natural Resources*

This section of the plan focuses on urban natural resources. Generally, all intensive urban development creates conflicts with natural resources such as wetlands, riparian corridors, and wildlife habitat. However, careful management within and adjacent to these areas can significantly reduce these conflicts and increase public safety by controlling development in hazardous areas. The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats. Uncontrolled development of adjacent properties could diminish the natural quality of these areas.

In Molalla, urban natural resources such as fish and wildlife habitat and riparian vegetation, are associated with significant wetlands and stream corridors. In 2004, the City adopted a “local wetland inventory” (LWI) that describes and maps significant wetlands and streams within the 2006 Molalla urban growth boundary (UGB). Most significant wetlands are associated with the creeks and natural drainage way described below.

As shown on LWI maps, the Molalla UGB area has three drainage basins:

- The northeastern portion of the UGB is within the Molalla River basin; drainage from this basin flows northeastward via a natural drainage way to the Molalla River.
- The central portion of the UGB is within the Creamery Creek basin; Creamery Creek flows diagonally from the southeast to the northwest before reaching the Molalla River north of the UGB.
- The southern portion of UGB is within the Bear Creek basin. Bear Creek joins Kaiser Creek (located south of the UGB) to flow to the Pudding River many miles to the west.

Because the LWI addressed wetlands within the 2006 UGB, it did not include two large concentrations of hydric soils located northeast and east of the 2006 UGB on predominantly Class IV agricultural soils. These “farmed” wetlands are located along Vaughn Road northeast of the 2006 UGB, and generally south of Feryer Park Road east of the 2006 UGB.

## **Water Resource Goals and Policies**

The City is committed to working with Clackamas County to protect Molalla's natural water resource areas as the UGB is expanded and urban development occurs over time. The Goal 5 administrative rule (OAR Chapter 660, Division 23) includes "safe harbor" provisions for protecting locally significant wetlands and riparian corridors. As part of the 2010-~~2011~~ plan update process, the City has adopted provisions to protect significant wetlands and riparian corridors within the ~~existing and expanded 20-year UGB and 50-year Urban Reserve Area (URA)~~.

### **Water Resources Goal:**

*Coordinate with Clackamas County to protect riparian corridors and wetlands – and associated open space, fish and wildlife habitat and riparian vegetation— within the Molalla Urban Growth Boundary (UGB) ~~and Urban Reserve Area (URA)~~.*

### **Water Resources Policies**

1. Consider the results of the Molalla Natural Resources Report as a means of addressing potential environmental consequences prior to expansion of the Molalla UGB.
2. Adopt Goal 5 "safe harbor" provisions to protect significant riparian corridors and wetlands within the ~~expanded~~ Molalla UGB.
3. Maintain natural wildlife corridors along protected creeks and drainageways.
4. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.
5. Provide for residential density transfer from protected water resource areas to adjacent buildable land.
6. Conserve significant trees and vegetation within protected water resource areas.
7. Require planting of native vegetation/trees within protected water resource areas.
8. Development projects that may have an impact on natural resource areas as identified on the LWI map shall be reviewed by the Division of State Lands (DSL) for possible mitigation.

## **Historic and Cultural Resources**

The identification, protection and preservation of historic and cultural resources are important to the character and quality of life in Molalla. Without the preservation of these resources, citizens will forever lose their accessibility to the history, and events that fashioned the character of Molalla today. Long term public acceptance and support for historic preservation comes through public awareness and understanding. Over time, the citizens of Molalla have begun to realize that the preservation of their past is important. Historical resources are becoming a source of pride, education and enjoyment for residents and visitors alike. The economic aspects and benefits of preservation are also being explored. However, rapid growth and development threaten the existing historic fabric in the downtown core and residential neighborhoods. Historical buildings continue to fall into disrepair and/or are being drastically altered from their historical appearance.

A brief history of Molalla is included in the introduction section of this plan. Two homes in the study area are included in the statewide Inventory of Historic Sites and Buildings:

- The Dibble House (c. 1859), a three quarter New-England saltbox, is listed in the National Historic Register.

- The Vonder Ahe (Von-derahe) House (c. 1865) was moved to its present site in 1973.

Both structures are situated on the same property located on Molalla Avenue between Metzler Avenue and 7th Street. The half-acre site and structures are owned and maintained by the Molalla Historical Society.

## Historic Resources Goals and Policies

Identification and management of cultural resources promotes public awareness and appreciation of the community's history, advances community pride and identity, contributes to the community's economy, and enhances local property values. The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contributes to the overall character of Molalla. The City, therefore, will cooperate with the Molalla Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City shall determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed. These sites shall be incorporated into the City's recreation theme to emphasize their importance to the City.

### Historic Resources Goal:

*Inventory and preserve historically significant sites and structures within the Molalla Urban Growth Boundary.*

### Historic Resources Policies:

1. Highlight the City of Molalla's role in the development of the Willamette Valley through preservation and retention of historic structures, areas, sites and cultural resources throughout the City.
2. The City shall strive to incorporate the historic sites as a part of the recreational community plan.
3. Encourage the preservation of the Dibble House and Vonder Ahe House in their original character.
4. Cooperate with the Molalla Historical Society and State Historical Preservation Office as necessary to identify and protect other significant cultural resources in Molalla. Encourage new development within the City to be harmonious in appearance with the historical character of the community.
5. Recognize and comply with applicable State and Federal Statutes governing protection of cultural resources.
6. Investigate the possibility of receiving funding and tax benefits from the federal, state and local levels in order to support historic preservation.
7. The City shall work closely with property owners and all interested parties to identify and encourage the preservation of cultural resource sites within the planning area.
8. The exterior of designated historic buildings should be rehabilitated to their original, architectural quality with careful application of design standards relating to signage, architectural detail and ornamentation.
  - 8.1 The exterior of historic buildings in the core area should be rehabilitated to their original architectural quality.
9. The City shall foster community pride and a sense of identity based on the recognition and use of City owned historic and cultural resources.
10. The City shall incorporate the historical and cultural resources into Molalla's recreation theme.

11. Historic inventories shall be adopted as a supporting document to the Comprehensive Plan.
12. Emphasis shall be placed on the preservation of the site and/or exterior appearance of historic and cultural resources.
13. There shall be careful application of design standards relating to signage, architectural detail and ornamentation.
14. The Planning Department shall work with Clackamas County, State of Oregon and the Federal Government when applicable on all historic building remodels.



## GOAL 6: ENVIRONMENTAL QUALITY

The purpose of Statewide Planning Goal 5 is:

*To maintain and improve the quality of the air, water, and land resources of the state.*

### *Background*

Statewide Planning Goal 6 requires cities and counties to maintain and improve the quality of air, water and land resources.

### **Air, Water and Land Resources Goal**

*The City of Molalla, recognizing that the health, safety, welfare, and quality of life of its citizens may be adversely affected by air, water and noise pollution, supports efforts to improve air and water quality and to reduce noise levels.*

### **Goal 6 Policies**

1. Support and participate in the implementation of state and regional plans and programs to reduce pollution levels.
2. Continue to maintain healthful ground and surface water resources, to prevent contamination of drinking water.
3. Discourage the development of noise-sensitive uses in areas of high noise impact.
4. Ensure that all State and Federal regulations for air, water and noise quality are met.
5. The City, County and DEQ shall cooperate to perform more thorough monitoring of the air quality of the Molalla urban area, and shall work with DEQ to ensure that State and Federal ambient air quality standards shall not be exceeded.
6. The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.
7. Continue to utilize performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial and commercial uses.
8. Land use activities, which result in conflicting impacts on the air, land, or water, shall be separated and/or buffered to minimize the negative effects of the conflicting activities.
9. Cooperate in the development and implementation of regional efforts to maintain and improve air water and noise quality.
10. Prior to approval of a legislative or quasi-judicial action, the City shall notify all appropriate agencies as per State Statute and Rule to solicit comment on the proposal with respect to air and water quality, and noise levels.
11. Encourage public sewer extensions into areas served by private septic systems.
12. Limit noxious and fugitive air emissions that create a public nuisance and have a negative effect on livability in the community.

13. Evaluate noise problems throughout the urban area, and if appropriate, adopt a noise impact overlay zone.
14. Establish and implement a mechanism to receive and report complaints regarding the quality of air, water and noise pollution.
15. Monitor air quality, and if appropriate, adopt threshold air emission standards.

## GOAL 7: NATURAL HAZARDS

The purpose of Statewide Planning Goal 7 is:

*To protect life and property from natural disasters and hazards.*

### *Background*

The Molalla area is subject to a number of potential natural hazards, including:

- Flooding – associated with the Molalla River
- Slope Hazards – generally south of town
- Earthquakes – associated with weak foundation soils

Each type of natural hazard is discussed below.

### **Slope Hazards**

Slopes of 25% or greater are subject to slide and erosion hazards and are considered “unbuildable” for purposes of meeting the City’s future housing needs. Such areas require geological analysis prior to extensive tree removal, excavation or construction. Steeply sloped areas within the 2006 Molalla UGB are limited to stream embankments within riparian areas, and have very little impact on buildable land supply. However, an escarpment south of the 2006 UGB includes slopes of 25% or greater, which is a consideration in long-range planning analyses.

### **Seismic and Fault Hazards**

Oregon is located within the circum-Pacific belt of crustal instability along with California, Washington, British Columbia and Alaska. All of these states and provinces, which border the Pacific Ocean, have received violent earthquake shocks in recent years. Since 1841, the state has experienced 167 earthquakes and of these, 47 were centered in the Portland vicinity. Molalla experienced an earthquake in March of 1993 with a magnitude of 5.7 centered approximately 13 miles southwest of the City.

### **Flood Hazards**

Flood hazards are shown on Federal Emergency Management Agency (FEMA) maps and on the BLI. These maps show the floodway, 100-year floodplain, and 500-year floodplain associated with the Molalla River. Protection of riparian areas associated with Molalla’s creeks will also protect nearby development from periodic flooding.

## *Natural Hazards Goals and Policies*

### **Natural Hazards Goal:**

*To protect life and property from natural disasters and hazards.*

### **Natural Hazards Policies**

1. Areas subject to natural disasters and hazards shall be inventoried, designated on the Comprehensive Plan Map, and the degree of hazard and disaster potential determined. This information shall be used to determine the suitability of a location for development and. Lowering density requirements and intensity of development from what the land is designated shall be considered an appropriate limitation on a use in a natural disaster and hazard area.
2. To protect life and property within the planning area from natural disasters and hazards, developments capable of causing damage to other property or resulting in loss of life shall not be allowed in known natural disaster or hazards areas without appropriate safeguards.
3. Land shown on the Buildable Lands Inventory with slopes of 25% or greater shall be considered unbuildable for purposes of calculating residential density. Limited development may be permitted consistent with the recommendations of a professional geologist.
4. Land within the 100-year floodplain shall be considered unbuildable for purposes of calculating residential density, and unsuitable for purposes of meeting employment needs. Limited development may be permitted consistent with the City's floodplain regulations.
5. The City of Molalla and Clackamas County have completed an emergency network plan and shall continue to work cooperatively with Clackamas County.

## GOAL 8: RECREATIONAL NEEDS

The purpose of Statewide Planning Goal 8 is:

*To satisfy the recreational needs of the citizens of the state and visitors.*

### *Background*

As of 2006, the City of Molalla owns 76 acres of park land, including eight parks and a variety of public and private recreational sites and facilities, both inside and outside of the 2006 UGB. The City's recreational facilities help define the "livability" of the community.

### **Public Parks**

The following public parks are located within and near the 2006 Molalla UGB:

- **Clark Park** is 10.15 acres in size and lies in the northeastern portion of the City. This park has one softball field and a grove of trees that contain a play structure as well as benches and barbecue areas, restrooms, covered picnic area, and concession stands. This area lies directly west of the Molalla Buckeroo Grounds. The high school uses these fields for school sports during the school year.
- **Oddfellows Park** is .05 acres in size and lies in the downtown area. This small pocket park has a few benches and a mural.
- **Ivor Davies Park** is 38 acres in size and is located south of 8th street along Mathias Road. This park is currently outside the urban growth boundary. This park has been modified to include a walking trail, which ties into 5th Street. This park's natural setting with a large pond lying within it makes this park a nice area for picnics and family gatherings giving the feel of a natural area.
- **Molalla Aquatic Center** is located directly across the street from the Molalla High School on Frances Street. The aquatic center is owned by the Molalla River School District and leased to the City of Molalla who will operate the facility for the next fifty (50) years.
- **Fox Park** is nearly a half (½) acre in size. This park lies next to the Molalla Library on the corner of 5th Street and South Molalla Avenue. The Molalla High School was located at this site until an earthquake destroyed most of the building in the early 1990's. Fox Park contains a massive play structure for kids, numerous picnic tables, and a large open grass area. The City recently completed construction of a water feature and a half court basketball court in the park.
- **Long Park** is nearly one-half acre in size. Long Park lies in the downtown section of Molalla near the Molalla Fire Department near North Molalla Avenue and Robbins Street. This park is the City's oldest park. There is a large play structure with numerous picnic tables and a gazebo, which is fully wired for electronic equipment, wood art, and restrooms.
- **Skateboard Park** is nearly a quarter acre in size and contains a skateboarding facility. This park is located just north of Ross Street on Kennel.
- **Bohlender Field** is 17 and a quarter acres in size. This park is located directly across from the Molalla Buckeroo Grounds on Shirley Street. There are plans for a sports complex on this site including softball fields, basketball courts, soccer fields, football fields, and volleyball pits.
- **Sheets Field** is 3.5 acres in size. This park is located directly north of the City shops. This park has a highly respected BMX track, which has recently been expanded. Each year this track is

heavily used during the spring, summer and fall. There is also a small baseball/softball field located on this property. This field is too small to hold older youth or adult games on but is perfect for the younger children to play on.

- **Feyrer Park** is located on the Molalla River approximately two (2) miles from the City outside of the Urban Growth Boundary. Feyrer Park is heavily used during summer months and provides a baseball diamond, horseshoe pitch, covered and uncovered picnic areas, and swimming.

### **Golf Courses**

The Molalla area has two golf courses:

- **Arrowhead Golf Course** is located approximately three miles north of Molalla at Liberal. A private eighteen-hole course, clubhouse, and a public restaurant are included in the existing facilities.
- **Ranch Hills** is a public golf course located approximately six miles to the north in Mulino – just off of Highway 213.

### **Buckeroo Stadium**

The Molalla Buckeroo Stadium is located in the eastern section of Molalla and is owned and operated by the Molalla Buckeroo Association. The facility, which is situated on approximately 28 acres of land, has a seating capacity of 6,000 people. The Buckeroo committee is continually seeking additional events.

### **Molalla Senior Center**

The City owned Adult Center is located at 315 Kennel Avenue, in the rear portion of Long Park. The center provides a wide range of recreational activities for Molalla area seniors.

### **Other Recreational Facilities**

Molalla is center to a great deal of recreational facilities. Within a few miles of Molalla there are secluded and up to date camping facilities, recreational lodging, trails, waterways, hunting, angling, winter sports, and mineral resource facilities. Molalla boasts diversified recreational activities. The City shall work to be host to more events that tie all the recreation activities of the area to the City.

- **Skydive Oregon:** Skydive Oregon is a popular skydive stop in Oregon. During spring, summer, and fall months Molalla skies are lit up with skydivers bright colorful parachutes throughout the area. Skydive Oregon has become a well known skydive area.
- **Mulino Airport:** The Port of Portland owns Mulino Airport. Currently there are flying classes and lessons taught here. The Port of Portland has identified a future desire for expansion..
- **Molalla River:** Numerous recreational activities involve the Molalla River, including fishing, hunting, site seeing, swimming, kayaking, walking, biking, and horse back riding.

### **Molalla School District**

The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Molalla Youth Services and a variety of non-profit organizations provide sports programming. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities. As the City continues to grow, additional facilities and services will need to be developed. Coordination with the school district will allow a shared use of facilities provides opportunities for the recreational opportunities of the City.

**Park and Recreation Land Needs**

As seen in the Park and Recreation Policies below, the Molalla Comprehensive Plan provides a standard of 1.25 acres of park per 100 persons. Of this need, 0.25 acres per 100 are intended to be natural areas or trail systems – typically located in unbuildable areas. The remaining 1.0 acres per 100 population are allocated to developed parks. This 1.0 acres per 100 population -ratio determines future park needs on *buildable* land, however the overall standard remains 1.25 acres per 100 persons.

Using the Comprehensive Plan’s ratio of 10 acres of park per 1000 population, we can determine future park needs. Molalla currently has 36 acres of park or open space land. To serve its existing population, Molalla would need 76 acres, or an additional 40 acres for park lands.

Table 8-1 below includes the 40-acre existing park needs, and expands the park needs based on projected 2030 and 2030-2060 population increases. Total 2030 park needs are estimated to be about 69 acres, while 2030-2060 park needs total about 143 acres. This results in a total need for 212 acres for park land from 2010 to 2060.

Table 8-1: Park Needs by Population Increase

Year	Population Increase	Park Acreage Need
2030	2,942	69
2030 - 2060	14,297	143
2010-2060	17,239	212

*Park and Recreation Goals and Policies*

**Park and Recreation Goal**

*To develop, acquire, and maintain a balance of recreation opportunities and open spaces in order to improve the livability within the urban growth boundary.*

**Park and Recreation Policies**

The *Molalla Park and Recreation Plan* (2007) includes policy direction, maps and standards related to the acquisition and development of park and recreational facilities. The following policies also shall be considered when making land use decisions regarding park development.

1. The *Molalla Park and Recreation Plan* shall ensure an adequate system of public parks, recreational facilities and pedestrian, bicycle, and equestrian trails that meet the needs of existing and future Molalla residents.
2. The City shall provide adequate park space in Molalla in order to enhance Molalla’s character as a recreation community as well as keeping the sense of a small town. The City shall maintain a standard providing 1.25 acres of park space per one hundred (100) people.
  - 2.1. Developers shall meet the City standards of 1.25 acres of park per one hundred (100) people.
  - 2.2. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvements of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.
  - 2.3. The amount of park acreage and the numbers and type of recreation facilities and recreation programs shall increase with the population growth of the planning area.

3. The City shall provide for a safe park system by providing:
  - 3.1. Fences or other appropriate safety features in recreational areas that are near highways or other conditions which could be potentially hazardous, and locate parklands away from such areas whenever possible.
  - 3.2. Safe and convenient access to Park and recreation facilities is an important factor in a successful park system.
  - 3.3. A natural setting while making safety a priority for all parks and open space areas.
  - 3.4. Site development buffering between any residential land use and park or activity using open space wherever possible.
  - 3.5. Preserving trees where feasible when designing parks.
4. The City shall work the Molalla Buckeroo to enhance Molalla's recreational activities and encourage the Buckeroo as an event center for Molalla by:
  - 4.1. Coordinating with the Molalla Buckeroo Association for public use of the Buckeroo Grounds.
  - 4.2. Incorporating the Buckeroo grounds into the City's recreation plan.
  - 4.3. Coordinating with the Molalla Buckeroo Association to upgrade and update the Buckeroo event center.
5. Developers shall be required to provide park space or a fee in lieu of to ensure parks are available to citizens and/or funds for improvement of existing parks are available. Donation of park land is encouraged to meet the needs of Molalla citizens.
6. The City shall work to use the resources of its surrounding areas in determining additional recreational needs above and beyond those normally associated with cities by designating the City as a recreational community and implement policies to support this designation. The City shall work on an Inter-Governmental Agreement (IGA) with Clackamas County and the State of Oregon to implement this goal.
7. The City shall periodically review the condition, quantity and service levels of existing park and recreational facilities by updating the *Molalla Park and Recreational Plan*.
8. The Molalla Urban Growth Boundary park system should enhance the livability in the Molalla UGB by:
  - 8.1. Providing quality natural areas, and recreation sites for passive and active recreation through public and private parkland throughout the community.
  - 8.2. Establishing a system of inter-connected trails.
  - 8.3. Coordinating the development of future park sites with school sites to serve the expanding urban area population.
  - 8.4. Promoting and encouraging a physically fit and healthy community.
9. The following Park and Recreation policies are further supported by policies in the Land Use and Comprehensive Plan:
  - 9.1. Developing parks and open spaces where the land and surrounding development make it least suited for intensive development.
  - 9.2. Developing an extensive system of trails along stream courses and power line easements.
  - 9.3. Encouraging early acquisition of recreation sites to protect these sites from development and to reduce the public cost of acquiring the land.
  - 9.4. Encouraging commercial recreation lands carefully sited within, or adjacent to, other uses.
10. The City shall develop a capital improvements program for parks and recreation facilities with adequate funding shared by new development and the community.
11. The City shall coordinate with the private sector for use of certain lands, other than forest or agricultural lands, that are currently undeveloped and which would be better left in their natural state.
12. The City shall coordinate with the Molalla School District regarding the siting and use of City and District facilities.



13. Certain private recreational uses should be permitted in residential areas provided the location, design and operation are compatible with surrounding residential developments and infrastructure impacts are compatible with the Public Facilities Plan.
14. Schools and parks should be distributed throughout the residential areas of the community and dwelling units in the area should be within reasonable distance of the outdoor facilities of a school or a park.
15. New concepts of mixing public recreational activities with revenue-generating commercial uses, such as recreation equipment rentals or concession activities, should be explored in order to help finance recreation programming, park acquisition and maintenance.
16. At the time of trail design, conceptual trail alignments may be modified to address environmental and topographic constraints, and to provide safe bicycle and pedestrian connections and crossings of state highways and city streets consistent with the requirements of the road authority.

## **PART III: COMMUNITY DEVELOPMENT & LIVABILITY**

Part III addresses community employment, housing and livability needs – consistent with Molalla’s vision of a recreation community.

- Industrial development is a primary concern in Molalla’s growth. Industrial development provides the City its economic base. Economic trends have fluctuated significantly, perhaps cyclically, since Molalla was incorporated in 1913. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.
- Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (doctors, lawyers, food, clothing) for local residents and workers. Providing commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for energy, air quality and traffic congestion.
- While commercial and industrial developments are generally associated with economic growth, housing is an important element of the local economy. Housing development provides employment in engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market and business operators.
- Land use compatibility, protection of natural and historic resources, and good urban design are critical to the community’s livability and Molalla’s recreational theme.

## GOAL 9: ECONOMIC DEVELOPMENT

The purpose of Statewide Planning Goal 9 is:

*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

### **Background**

The present industrial pattern in Molalla was established when the City was heavily involved in the timber industry. Molalla has changed from a town relying solely on the timber industry. Nearly all of the industrial development outside of the City limits but within the Urban Growth Boundary lies to the west along Highway 211 and 213. Crawford Logging Co. is located in the same general vicinity on the south side of Highway 211. I.T.C., a steel fabrication plant, is situated on Highway 213 a short distance south of the 211 intersections.

### **Economic Opportunities Analysis and Employment Land Needs**

In 2004, the City of Molalla contracted H.D. Hovee and Company (Hovee) to prepare an economic analysis and strategic plan in order to meet Statewide Planning Goal 9 (Employment) requirements, and for use in determining 20-year employment (industrial and commercial) land needs. The *Molalla Economic Profile* (Hovee, 2004) provides 20-year population and employment projections, an assessment of employment trends, and a commercial and industrial land demand analysis. The Economic Profile notes:

“The approach taken in this analysis to Molalla’s future employment is based upon the city’s policy objective to improve its jobs-housing balance and regain its status as a somewhat independent economic region rather than a bedroom community serving employers elsewhere in the region. This employment projection is therefore appropriately termed as a policy projection rather than a market-based forecast. It is recognized that this policy projection is more aggressive than Metro’s preliminary jobs forecast for the Molalla area. Molalla’s employment policy projection is based upon a 2025 jobs-housing target of 1.6 jobs per housing unit, equivalent to the jobs-housing balance of the entire metropolitan region as of 2002. *This recommended jobs-housing target represents a significant increase from Molalla’s current jobs housing balance, but would be roughly half of the community’s peak jobs to housing ratio experienced in the mid 90s.*” (Pages 11-12)

The Goal 9 (Economy) administrative rule provides guidance to local governments regarding the preparation of economic plans (OAR Chapter 660, Division 009). OAR 660-009-0025(1) states that:

“...the plan must identify the approximate number, acreage and site characteristics of sites needed to accommodate industrial and other employment uses to implement plan policies.”

Molalla’s long-term objectives as expressed in its Comprehensive Plan are to continue to increase its employment/population ratio while fostering a strong traded-sector “industrial” job base. The 2009 *Employment Land Needs Analysis*:

- builds on the analysis provided in the Economic Profile;
- extends the 20-year planning period from 2025 to 2030;
- adjusts projected population to reflect “safe harbor” population growth through 2030; and
- ~~identifies and projects site requirements of firms that are likely to locate in Molalla over the next 20 years.;~~ but
- ~~estimates 2010-2060 employment developable land need based on projected population and employee/acre ratios.~~

~~Since Goal 9 based site needs may be inapplicable to the establishment of the URA, and Molalla is proposing to establish its URA prior to expanding its UGB to meet 20 year need, the revised The 2009 Employment Land Needs Analysis~~ relies on a simple employee/acre employment land need projection for the 2010-2030 timeframe.

As shown in Table 9-1, applying the employee/acre ratios used in the Hovee analysis to the safe harbor 2030 population results in a year 2030 employment land need of 281 *net* developable acres for 3,289 new employees. This is slightly lower than the acreage indicated by the site needs methodology.<sup>3</sup>

**Table 9-1: 2010-2030 Net Employment Land Needs**

<b>Factors</b>	
2010 Employment (Est)	2,645
2030 Employment	5,934
Projected 2010-2030 Employment Growth	3,289
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
2010-2030 Commercial Employees	2,223
20310-2030 Industrial Employees	1,065
2010-2030 Commercial Land Need	148
2010-2030 Industrial Land Need	133
<b>2010-2030 Total Employment Land Need</b>	<b>281</b>

Source: Hovee and Winterbrook Planning, 2009

<sup>3</sup> Should Molalla propose a UGB expansion, the City believes that the site needs approach will better comply with Goal 9, the Goal 9 Rule and ORS 197.712. However, until such time as state law changes to allow Molalla to plan based on its actual population growth rates or Clackamas County adopts a coordinated population projection, Molalla will not conduct any further analysis of its UGB.

Table 9-2 projects employment land needs in the 2030-2060 timeframe. As noted earlier, this analysis simply maintains the projected 2030 population/employment ratio of 1.8 population per employee (1.6 employees/household), and the 2030 commercial/industrial ratio (68%/32%) ~~for the URA timeframe~~. Increasing employee / acre assumptions would decrease projected land need. As shown in Table 9-2, the 2009 *Employment Land Needs Analysis* projects a *net* buildable land need of 689 acres for new employment in the 2030-2060 timeframe.

**Table 9-2: 2030-2060 Net Employment Land Needs**

<b>Factors</b>	<b>Totals</b>
2030 Employment	5,934
2030 Population	10,532
Population / Employee Ratio, 2030	1.8
2030 Commercial %	68%
2030 Industrial %	32%
2030 Commercial Employees / Acre	15
2030 Industrial Employees / Acre	8
2060 Population	24,829
2060 Employment @ 2030 Ratio	13,988
2030-2060 Additional Employees	8,055
2030-2060 Commercial Employees	5,445
2030-2060 Industrial Employees	2,609
2030-2060 Commercial Land Need	363
2030-2060 Industrial Land Need	326
<b>2030-2060 Total Employment Land Need</b>	<b>689</b>

Source: Winterbrook Planning, 2009

~~Employment land generally requires some additional right-of-way dedication. Winterbrook assumed a 15% net to gross conversion. The conclusion of the 2009 *Employment Land Needs Analysis* is summarized in Table 9-3 below. The City of Molalla will need a total of 904 gross developable acres to meet 2010-2060 URA employment land needs.~~

**Table 9-3: 2030 and 2030-2060 Gross Land Need and Supply\***

<b>Year</b>	<b>Employment Land Need</b>	<b>Employment Land Supply</b>	<b>Acres Surplus (Deficit)</b>
2010-2030	324	212	(112)
2030-2060	793		(793)
<b>2010-2060 Total</b>	<b>1,116</b>	<b>212</b>	<b>(904)</b>

Source: Winterbrook Planning

\*Gross developable acres

## **Economic Development Goals and Policies**

This section states Molalla's overall economic development objectives, and is followed by more specific goals and policies related to:

- The Central Business District and Community Planning Areas;
- Commercial Development; and
- Industrial Development.

In 2005, the City conducted an "Economic Opportunities Analysis" (Eric Hovee Associates) that projected employment growth over the 20-year planning period. In 2007, the City considered the site requirements of targeted employers as required by the Goal 9 Administrative Rule (OAR Chapter 660, Division 009), and identified land that will be serviced and available over the next five years to accommodate Molalla's short-term employment needs. If Molalla is to become economically independent from surrounding cities, then sufficient land must be designated industrial in other parts of the Molalla Planning Area and sufficient public facilities and services made available to attract industry and allow for the development of efficient industrial land use patterns.

### **Economic Development Goal**

*To expand the economic base to increase the economic independence of the area – through expansion and retention of existing businesses and recruitment of new businesses.*

### **Economic Development Policies**

The following general policies are related to all types of existing and planned employment in Molalla:

1. Encourage the siting and growth of employers which pay family wages as identified in Molalla Economic Opportunities Analysis (EOA).
2. Designate adequate suitable land with site size and locational characteristics required by targeted employment as set forth in the Economic Opportunities Analysis (EOA).
3. Identify industrial sites that are immediately available and serviceable for industrial development consistent with the Goal 9 rule. Request Oregon Economic and Community Development Department (OECD) certification for "shovel ready" industrial sites pursuant to Executive Order 03-02.
4. Ensure Molalla's planning area contains adequate amounts of industrial and commercial lands for projected growth.
5. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2030.
6. The UGB shall be expanded to ensure adequate lands for commercial and industrial development through 2030.
7. Coordinate with property owners to retain large commercial and industrial sites identified in the EOA for their intended commercial and industrial uses through zoning and master planning.
8. Actively support redevelopment efforts for under-utilized commercial and industrial sites within Molalla UGB.
9. Protect large redevelopment sites for their intended uses as identified in the EOA.

10. Commercial and services uses in the City's industrial zones should be limited to small-scale retail and service uses that cater primarily to local area employees and customers.
11. Protect identified commercial and industrial sites within the Urban Reserve Area for future employment use. The City of Molalla shall encourage commercial and industrial development. More jobs can be created causing less reliance on the automobile for travel away from the City.
12. The City shall strive to reduce the home to work distance by encouraging industrial and commercial development thus reducing the dependency on the auto saving energy.
13. The city shall establish and maintain an inventory of industrial and commercial land of a quantity and quality to attract industry to the City of Molalla. The City of Molalla shall maintain a five-year supply of vacant and serviced industrial land to comply with the Goal 9 Administrative
14. Continue to work with the Oregon Department of Economic Development in seeking new commercial and industrial development.
15. The City shall work with the Port of Portland to assist in industrial development strategies.
16. The City shall ensure adequate amounts of suitable lands for the business community to thrive.
17. The City shall make every effort possible to work with interested businesses to draw them to the community.
18. In the process of administering the City's Comprehensive Plan, careful consideration will be given to the economic impacts of proposed policies, programs and regulations. Efforts will be made to simplify and streamline the planning and zoning review process while maintaining the quality of development to improve the economic base of the community.
19. The City shall encourage businesses that support the recreation concept and encourage all businesses provide a choice of goods and services to the community.
20. The City shall encourage business to locate or relocate to Molalla to provide for the needs of the community.
21. The City shall provide a safe convenient and attractive place to live to draw small business to the community.
22. Diversify and improve industry in the State of Oregon, Clackamas County, and the City of Molalla in order to insure the lack of dependence upon any single industry.
23. Expand, improve and diversify the economy of the Molalla Urban Growth Boundary area by encouraging home occupations while maintaining Molalla's quality of life.
  - 23.1 The City shall work with existing businesses and encourage businesses to come to Molalla to provide family wage jobs thus creating a diverse economy and reduce energy consequences.
  - 23.2 The City shall work with these businesses to draw them to the community thus reducing the number of people leaving the community for such such jobs by travel.
  - 23.3 The City shall work to retain and pursue opportunities to draw businesses to the City and ensure businesses remain in the City and shall work with interested businesses to encourage moving to Molalla.
24. Move industrial lands away from Molalla's Central Business District and focus them in areas where Highway access is appropriate.
25. The City should give a high priority to extending and improving the infrastructure needed for economic development
26. The City and County shall continue to work cooperatively with the State and Federal government and economic development agencies to implement economic development within the Molalla Urban Growth Boundary.

- 26.1. The City of Molalla shall ~~enter into an review and revise as necessary and appropriate the existing~~ Inter-Governmental Agreement with Clackamas County ~~clearly stating the respective roles of the City and Clackamas County within the Molalla Planning Area. This agreement shall be adopted and revised as needed.~~
- 26.2. The IGA shall address the concept of a recreation community in that the City shall have input on decisions that may affect the theme of Molalla such as: camping facilities, river rafting facilities, fishing and hunting lodges, resorts or any facility that will have an impact on the safety and livability of the City.

## **Central Business District & Community Planning Areas**

The Central Business District (CBD) and potential Community Planning Areas (CPA) provide for mixed retail, service and residential uses with a strong pedestrian orientation and respect for Molalla's history.

The Central Business District (downtown area) is located in approximately a twelve square block area divided by state Highway 211 running east and west, and by Molalla Avenue running north and south. The area is bound on the east, north and south by residences, and to the west by a large industrial complex. The CBD has seen rapid decrease in shopping since the construction of a large-scale shopping center at the junction of Highway 211 and Highway 213. For this reason the City has developed with this Comprehensive Plan the tools to provide the necessary elements to help the CBD to thrive. The CBD consists of small shops offering a variety of merchandise and unique shopping experiences. The CBD makeup includes uses such as office, theatres, restaurants, bicycle sales and repair, sports related activities and stores, fly tying shops, gun shops, boat sales, and repair activities. These shops should enhance the City's concept as a "Recreational Community".

Many of the older buildings have undergone an exterior and interior upgrading which has done much in improving the overall appearance of the core area. Much of the "facelift" of the older commercial structures as well as the new construction has been voluntarily done in theme lending itself to the old west. There is broad community support for the continuation of remodeling and new construction as indicated by letters from various community organizations and the City's desire to become a recreational center.

The largest negative we have in the CBD is the number of blank windows in the downtown. The City shall seek options to lessen the impact of the vacant windows in the downtown buildings. Many new stores and buildings have been placed in the CBD and a great deal of redevelopment and remodeling has occurred, while maintaining the historic feel of older buildings.

Parking is a big concern for the CBD. As the vacancy rate goes down a need for additional parking becomes evident. The City is working on new ways to increase the amount of signage showing additional downtown parking as well as searching for ways to provide additional parking areas. The City is currently seeking funding for a downtown revitalization plan. This plan will give the City the ability to identify potential downtown parking areas.

The Community Planning Area concept was originally intended to apply to the Timber Town Community Planning Area. However, recent discoveries of potential contamination on the site make it unlikely that portions of this area can be used for residential purposes. However, the goal and policy framework for potential future CPAs are outlined below.



## Downtown Development Goal

*To protect and insure the permanency of the Central Business District (CBD) as a vital economic base and to maximize customer access and exposure, and convenience.*

### Downtown Development and Policies

The *Molalla Downtown Plan* (Cogan Owens Cogan, 2007) includes detailed policies and implementation measures to revitalize the Central Business District (CBD). The following policies apply in conjunction with Downtown Plan policies when making land use decisions in the CBD.

1. Within the CBD alleyways should be maintained and used as pedestrian walkways, for rear entrance delivery and/or customer access.
2. Downtown commercial development shall be encouraged through the reduction of truck traffic through the downtown core area.
3. Bicycle and pedestrian access to the CBD from the surrounding areas should be improved.
  - 3.1. Secure and safe bike storage areas should be considered.
  - 3.2. Sidewalk and street activity that will stimulate pedestrian traffic should be encouraged.
4. The City shall consider incentives to preserve historically significant buildings in the Downtown Core.
5. Commercial development should be based on the following goals, guidelines and principles:
  - 5.1. Separation of pedestrian and through motor vehicle traffic.
  - 5.2. Grouping of retail opportunities conducive to pedestrian shopping movement.
  - 5.3. Convenient, identifiable and accessible parking.
  - 5.4. By-pass industrial traffic around commercial areas, particularly the CBD.
  - 5.5. Improve CBD shopping environment and amenities.
  - 5.6. Provide for CBD growth needs.
6. The look and feel of the CBD commercial area shall be protected and maintained by encouraging CBD compatible businesses as defined below to locate or expand within or adjacent to that area identified as the CBD.
7. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas. Encourage and identify new businesses that enhance the Central Business District.
8. The central business district shall provide a variety of services; cultural, recreational, social, professional and governmental activities that deal with the history of Molalla.
9. The City shall encourage new businesses to promote the City's theme, services of all types, medical and dental offices, federal, state, and city offices to enhance the CBD of Molalla.
10. Through the Molalla Municipal Code the City shall place specific criteria upon new development and redevelopment in the CBD, which matches the style found in the early 1900s.
11. The CBD shall have adequate parking that is well lit and attractive. Parking lots shall match the theme of Molalla. The City shall encourage unique shops and restaurants into the CBD.
12. Kiosks should be encouraged in the downtown area to increase shopping convenience and public awareness of downtown facilities and services.

## Community Planning Area Goal

*Provide for higher density mixed-use development within designated community planning areas.*

## Community Planning Area Policies

1. The Community Planning Area (CPA) designation may be applied to create pedestrian-oriented, mixed use centers near the Central Business District.
2. CPA plan designations shall be implemented through the establishment of a zoning district that includes the following:
  - 2.1. Provisions that reduce off-street parking requirements;
  - 2.2. Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian not excluding the automobile;
  - 2.3. Concentration of housing near the downtown where all sorts of services are available;
  - 2.4. Provisions for public and private amenities (including parks, plazas, and other facilities to support the higher densities and mixed use development);
  - 2.5. A multi-modal circulation system that links uses of bus, bicycle, carpool/vanpool, and shuttle services with pedestrians; design review standards.
3. A wide range of housing types shall be authorized within CPA, including but not limited to small lot single-family residential detached, attached single-family residential, townhouses or row houses, ancillary dwelling units, garden apartments, mid-rise apartments, high density apartments, student housing, senior housing, and housing above retail and office space
4. Those areas included in the a CPA shall transition the type and density of new housing to be compatible with the established area at such time one is developed.
5. Future population expansions shall include additional community planning area zones to maximize densities while providing the public with unique concepts.
6. CPA are intended to preserve and enhance the historic, open space, and architecture qualities of the historic nature of the area. In addition to general standards in the zoning ordinance, all development within CPA shall comply with specific design standards aimed at preserving the historic and architectural character and qualities of the area.
7. The development of housing shall allow for the retention of lands for open space and recreation within the planning area, encourage the preservation of trees within developments where possible, and be consistent with goals and policies of this Plan.
8. Industrial uses shall be moved, when feasible, from this area to the southwest section of the City.

## Small Scale Mixed Use Development

1. In addition to larger-scale CPAs, the City shall incorporate minor commercial activities to reduce energy and enhance Molalla's quality of life.
2. Minor commercial activities, which are compatible with residential uses, shall be dispersed throughout the planning area to serve the public and conserve energy resources.
3. Minor commercial activities shall be reviewed by the Planning Department to ensure the integrity of the residential zone is not impaired.

## **Commercial Development**

The Comprehensive Plan Map indicates where commercial development will be encouraged. Commercial areas are planned to allow for the optimum utilization of the land to provide retail and service business to the community. The City moved away from its two original commercial zonings of the first comprehensive plan and has chosen to completely redesign the commercial areas and provide a third commercial zoning district. These zones will help to utilize Molalla's central location to Woodburn, Canby, Silverton, Oregon City, Portland, Salem, and Estacada.

Population projections for the study area indicate an increase of nearly 3,000 residents by the year 2030. In order to meet the demands created by this increase in population, the City must designate additional land for commercial use. A number of businesses have recently developed in the City, adding to the economic base. This commercial base has enough capacity to serve some of the increase in population. However, the amount of population increase expected over the next 20 years will require additional land for commercial development.

The variety of commercial establishments and services, which serve the community, should be expanded to provide a wider range of facilities for the convenience of the residents and the benefit of the community at large. The Molalla business district at the junction of Molalla Avenue and Main Street is becoming a traffic-congested area. With the additional truck traffic this intersection will only get worse in the future for the Central Business District to survive an alternate route for truck traffic needs to be opened. The Transportation Systems Plan identifies the Molalla Forest Road as a by pass road the City shall work on this. Additional suitable commercial land must be provided to allow for commercial expansion.

### **Commercial Development Goal**

*Develop an attractive and economically sound community.*

### **Commercial Districts**

The Comprehensive Plan looked at the different sections of town outside the CBD and potential CPAs created ways to provide auto-oriented commercial services to the community:

- **Highway Commercial Overlay:** Commercial development in this section should be anchored by a few major department and grocery stores.
- **General Commercial District:** This commercial section should offer a variety of uses filling the gap between Highway Commercial and the Central Business District.

### **Commercial Development Policies**

Molalla must provide commercial land to serve its growing population, without taking business away from the CBD or planned CPAs. Thus, the location and design of commercial areas should be given very careful consideration. Commercial developments occur at points of maximum traffic movement and directly affect the visual quality of the community. If Molalla is to retain its image of a thriving recreational community and desirable place to live, its commercial areas must be well-designed and inviting.

1. The Molalla planning area shall contain adequate suitable sites for commercial use. Sufficient vacant commercial lands with a diversity of sizes, types, and service levels for future commercial uses shall be designated on the comprehensive plan/zoning map.
2. The City shall develop and apply design standards relating to appearance and neighborhood compatibility.
3. Large retail development shall comply with design standards relating to appearance, functionality, and neighborhood compatibility.
4. The City will continue to support a cooperative and active working relationship with the business community through the Chamber of Commerce as well as those businesses that are not members of the Chamber of Commerce and will seek their input when making decisions having economic impacts on the business community.
5. As existing businesses are renovated and new ones are constructed, the City will require high standards of compatibility with surrounding development, landscaping, architecture and signage. The ability of a site to function properly in relation to the surrounding area will be emphasized.
6. The City shall assure efficient development of land consistent and compatible with the community's needs and resources.
7. The City is designating itself a recreational community and shall ensure adequate parks and opportunity for a host of recreational activities to encourage business supporting the recreational activities. This shall be in addition to the City supporting a wide range of other business opportunities which will provide for the needs of the citizenry.
8. The City shall work cooperatively with commercial development to ensure that City park needs are met, either through dedication or SDCs.
9. Major commercial activities shall be concentrated in areas receiving a high volume of traffic in order to minimize auto use and conserve energy resources. Commercial land shall be designated in a manner, which locates high volume trade activities near major roads, group a variety of medical facilities and services near hospitals, and group professional and governmental facilities near the downtown area and major commercial locations.
10. Inefficient strip development patterns that increase congestion and therefore waste energy resources shall be avoided.
11. Provide for additional land needed for commercial expansion to serve the projected population growth and to insure choice in the market place while also encouraging private revitalization of existing commercial structures.
12. Encourage a rate of commercial development consistent with serving the needs of residents of the City, adjacent rural and agricultural lands.
13. Provide an atmosphere that is inviting to potential businesses. Provide an inviting atmosphere for prospective businesses while maintaining the City's feel and desire to maintain a rural community feeling.
  - 14.1 Through the code incorporate language that invites development yet protects the City's atmosphere.
14. Provide buffers between industrial uses and maintaining uses for the benefit of all concerned.
15. Commercial development adjacent to arterial streets and highways shall be subject to access restrictions.
16. C-3 commercial development shall be encouraged to provide service access roads, which feed into arterial and collector streets at designated points.

17. Sign standards shall be designed to enhance the appearance of the City and provide for the advertising needs of the business community.
  - 17.1. Signs shall serve as a marker for businesses.
  - 17.2. Signs shall not become the focal point of the City.
  - 17.3. Signs shall not occupy any portion of the right-of-way.
18. Shopping centers shall be attractive and pedestrian oriented.
  - 18.1. Retail shopping centers should be safe, comfortable and attractive environments, with convenient access, and designed for the safe and convenient movement of pedestrians and other non-auto transportation.
  - 18.2. The Molalla Municipal Code shall provide standards for planting trees, plantings in parking lots and around buildings.
  - 18.3. The City shall adopt a bicycle, pedestrian, and equestrian plan, which provides safe, convenient, and recreational activities throughout the City.
  - 18.4. Shopping centers shall have attractive pedestrian ways with attractive landscaping.
  - 18.5. Lighting in the shopping area shall be attractive and allow for safe ingress and egress from the shopping area into the parking lot.
19. A sufficient number of locations should be made available for shopping centers and other commercial activities as the urban area population increases.
  - 19.1. Provide adequate lands along major arterials.
20. Commercial establishments shall be well landscaped and maintained and should provide off-street parking for employees, customers and access of delivery of goods.
21. Shopping areas should be pleasant environments to live near and to do business within.
  - a. They should not designed in a manner only to attract attention. Buildings need not be painted in an offensive manner or have obtrusive signs to secure their share of the shopping public. In fact, the reverse trend tends to be the case, with centers providing a pleasant shopping environment often being more prosperous.
  - b. Commercial development demands special consideration in terms of traffic. The City must balance the needs of both the commercial and non-commercial sectors of the community in reviewing proposed development and considering the traffic impacts that will result.
  - c. All commercial districts are planned in the form of centers or complexes rather than as a strip development along major streets.
  - d. The City shall implement Design Review criteria to create a commercial area that is compatible to the area and does not become a focus point of difference to the rest of the City.

## ***Industrial Development***

When discussing the attraction of new industry, it should be pointed out that industry has several criteria on which it bases selection of location. Among these are:

- adequate site size;
- relatively flat topography;
- good access to highways or railroads to facilitate the transporting of raw materials and finished products;
- compatibility with adjacent or nearby residential and commercial development;
- the availability of housing for managers and workers;
- the availability of water and sewer service;
- the availability of utilities such as storm drainage and gas, electricity and telephone; and
- the availability of advanced technology communications infrastructure.

## Industrial Comprehensive Plan Designations and Zoning

The Comprehensive Plan Map indicates where industrial development will be encouraged. Industrial areas are planned for the economic benefit of the City as well as minimize impacts to residential development. The City shall continue to provide enough industrial space to provide for its economic development. The purpose is to provide the City with the optimum chances of providing industrial development. The City will continue to provide a healthy supply of industrial lands for development. Providing light industrial, as a buffer between heavy industrial and commercial or multi-family development is priority. The City by providing a healthy amount of industrial lands is proving its support to bring industrial development to the City of Molalla.

To meet the needs of the present and future residents of Molalla and the surrounding area for industry and to comply with state and local goals and the policies established to implement those goals, the following are established to provide a suitable quantity and quality of land in the most beneficial locations for each industrial development in the City of Molalla.

- **Light Industrial District (M-1):** Light industrial (M-1) areas are designated for non-polluting industries, which are generally compatible with residential and commercial activities. The light industrial concept for future development is envisioned in areas primarily west of the current City limits. Larger parcels have been designated in this location to attract industries that require greater land areas for the operation, or for several industries to cooperatively design an industrial park. The location of the land designated for light industrial use is based on existing industrial uses, proximity to public services, highway access and the goals and policies of the plan to utilize land for industrial use which meets the needs of those industries most likely to locate in Molalla.
- **Heavy Industrial District (M-2):** Heavy Industrial (M-2) uses include manufacturing, fabrication and processing, bulk handling, storage, warehousing and heavy trucking. Most heavy industrial uses are incompatible with residential and commercial uses.

## Industrial Development Goal

*To develop a diverse industrial base offering an increasing number of employment opportunities.*

## Industrial Development Policies

1. The City shall provide suitable industrial sites to maintain and attract a diversified industrial base.
2. It is the policy of the City to provide for developments that, whenever possible, will allow residents of the City of Molalla to work in Molalla and not have to seek employment in other areas. To accomplish this the City should encourage that there be a healthy job market within the City and enough industrial land is available for industrial growth to accommodate the residential growth expected in the City.
3. Industrial land should be located to take advantage of Highway access or rail transportation that is available to the industrial areas.
4. To minimize impacts on Clackamas County's agricultural land base, Class I agricultural soils shall be preserved outside the UGB. At the same time, it is important that industrial lands be located in relatively flat areas, which have suitable soils and that are free from flooding dangers.
5. The City shall protect industrial lands from being converted to commercial uses by prohibiting commercial uses in industrial land in the M-1 (Light Industrial) and M-2 (Heavy Industrial) zones.

6. The City shall designate industrial land on the Comprehensive Plan map limiting the impacts to citizens in the community and the Molalla Municipal Code shall establish standards to reduce impacts on other areas.
7. All industries shall meet federal, state and local environmental quality standards.
8. The City shall attract and accommodate both labor intensive and land intensive industrial activities.
  - 8.1. The City shall establish an industrial area that has limited impact on citizens of the community.
9. Ensure Molalla's planning area contains adequate amounts of industrial and commercial lands for projected growth.
10. Land use designations within the Molalla Planning Area shall be designed to accommodate projected commercial and industrial growth and population densities through at least the year 2030.
11. The UGB shall be expanded to ensure adequate lands for commercial and industrial development through 2030.
12. Encourage "non-polluting industry" as well as commercial development.
13. Designate large areas of land together for several industries to cooperatively design an industrial park.
14. Maintain a light industrial zone, which eliminates excessive noise, smoke, odor, dust, and gas.
15. The City shall work with existing employers to move industrial development to the southwest section of Molalla. By placing all industrial development in the southwest corner of the City the citizens will have a reduced possibility of odor since the southwest wind blows away from the City.
16. Both residential and industrial development shall be responsible for minimizing impacts in areas where residential uses border industrial.
17. Molalla shall designate industrial land in the southwestern portion of the UGB with a SWIO (Southwest Industrial Overlay) designation. Land within this designation shall be reserved exclusively for industrial uses identified in the *Molalla Economic Profile* and *Employment Site Needs Analysis*, and shall not be converted to another commercial or residential plan designation.
18. Sufficient vacant industrial lands with a diversity of sizes, types, and service levels for future industrial development shall be designated on the comprehensive plan/zoning map.
19. Publicly owned lands shall not be given a competitive advantage over private ownership through governmental land use regulations.
20. Industrial areas should be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary uses and the needs of people working or living in the immediate industrial areas
21. Industrial developments are subject to development standards relating to setbacks, landscaping, signs, exterior lighting, parking, building height, massing and visual impacts, and architectural styles and outside storage.
22. Molalla shall provide a suitable site within its UGB to allow large scale agricultural or nursery processing industries to locate within the City.
23. Industrial areas that are located adjacent to arterial streets or to residential areas should be controlled through site plan review and buffer zones so as to minimize the impact of industrial uses.
24. The industrial park concept is one that the City deems is the most desirable form of industrial development. Whenever possible the industrial park concept will be encouraged in an attractive and functional design. Master planning of industrial areas shall be required prior to annexation of industrial land to the City. Master plans shall reserve parcels of sufficient size to meet the needs of targeted industries identified in the *Employment Site Needs Analysis*.
25. A master development plan shall be approved by the City Council prior to annexation to the City. The master plan shall show how streets, sanitary sewer, water and stormwater services will be sized and located to serve the entire Southwest Industrial Overlay (SWIO) area. The master plan shall show how arterial, collector and local street access will be provided to each lot if land division is proposed. The proposed master plan shall be referred to Clackamas County for comment prior to consideration by the City Council.

26. This SWIO master plan shall demonstrate how sites with the size and access characteristics identified in the *Employment Site Needs Analysis* will be maintained.



## GOAL 10: HOUSING

The purpose of Statewide Planning Goal 10 is:

*To provide for the housing needs of citizens of the state.*

### *Background*

Housing is a basic human need that concerns the entire community. As housing costs increase, satisfying this basic need becomes more difficult. The City of Molalla supports Oregon's housing goal to "encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households."

Molalla has seen unprecedented residential development in the late 1990s through 2008. The rate of residential growth experienced by Molalla between 1996 through 2008 clearly indicates the popularity of this community as a place to live and supports the City's decision to continue and further develop the recreation concept for the City. The proximity to the Molalla River, Mt Hood, the Forest, and the coast benefits the City's decision to support the recreational community concept.

This housing boom has provided a greater variety of housing that meets modern structural, electrical, plumbing, and energy codes. As a result, most of the buildable land supply within the City's urban growth supply had been consumed.

### **2009 Housing Needs Analysis**

The Housing Needs Analysis describes base housing need assumptions, reviews future housing type and density needs, and concludes with recommended dwelling unit types, densities, and plan district allocations. ~~for the UGB and URA timeframes.~~

### **Population Projection**

As explained in Chapter 2, Molalla is using an estimated population that approximates -likely safe harbor results provided by ORS 195.034(2) and OAR 660-024-0030(4) for the 2008-2030 timeframe, resulting in a population estimate of 10,532 for year 2030. ~~When Molalla engages in a full-scale UGB review for Goal 10 compliance, it will need to establish a "coordinated" population projection. Molalla is using conservative trend-based forecast for URA planning in the 2030-2060 timeframe, resulting in a 2060 forecast of 24,829.~~

### **Demographic Trend Analysis**

Previous versions of Molalla's Housing Needs Analysis reviewed regional and local demographic trends based on Census data, and extrapolated assumptions related to housing needs from those trends as well as

City policy. Preliminary demographic findings showed that Molalla is still a relatively homogeneous community with relatively affordable housing, although this is likely to change somewhat over the next 20 years. Increased employment opportunities, young commuting households, and a growing Hispanic community, are likely to push the demand for a broader range of housing.

However, while trends and local policy choices are both informative and relevant to housing needs – generally serving as the basis of most Comprehensive Planning for the past 30 years in Oregon – every assumption not explicitly protected by law exposes the City to challenges and timeframe extensions from anyone who does not agree with the end result of the analysis.

## Safe Harbor Approach

In order to provide Molalla with as much security as possible, and waste as little time as possible in an inevitable appeals process, this Housing Needs Analysis will forgo most of the more locally-relevant trend- and policy-based analysis – including the recent U.S. Census - and assumptions in order to use and rely instead on the OAR 660-024-0040 “safe harbors” when possible.

~~While the~~ The safe harbors ~~apply only to UGB planning, the safe harbors~~ are intentionally conservative. They were not intended to be used as guidelines or standards and. ~~They may~~ have very little to do with local concerns or objectives, ~~or they may providently coincide~~. However, using conservative growth assumptions is the only efficient path through a long-range planning process for the City of Molalla that has any chance of success.

## Housing Need Assumptions

Basic housing land need assumptions include determination of household size and vacancy rate, and establishing a projected density for future residential development.

### Household Size

The “safe harbor” provided by OAR 660-024-0040(8)(a) allows that:

“A local government may estimate persons per household for the 20-year planning period using the persons per household for the urban area indicated in the most current data for the urban area published by the U.S. Census Bureau.”

The 2000 Census determined a household size for Molalla of 2.84 persons per household. Therefore, Molalla assumes a household size of 2.84 through 2060 for the purposes of this analysis.

### Vacancy Rate

The “safe harbor” provided by OAR 660-024-0040(8)(e) allows that:

“A local government outside of the Metro boundary may estimate its housing vacancy rate for the 20-year planning period using the vacancy rate in the most current data published by the U.S. Census Bureau for that urban area that includes the local government.”

The 2000 Census determined a vacancy rate for Molalla of 3.9%. Therefore, Molalla assumes a vacancy rate of 3.9% through 2060 for the purposes of this analysis.

## Dwelling Units Projected

Using the projected populations for 2030 ~~and 2060~~ and the assumptions above, projected dwelling units are 1,055 for 2030 ~~and 5,128 for 2030-2060~~.

**Table 10-1: Projected Dwelling Units**

Year	2030	2030-2060
Projected Population Increase	2,942	14,297
Households @ 2.84 Persons per HH	1,014	4,928
HHs Including 3.9% Vacancy Rate	<b>1,055</b>	<b>5,128</b>

## Density

The “safe harbor” provided by OAR 660-024a Table 1 allows a city planning for between 10,001 and 25,000 people to assume an overall density of 7 dwelling units per net buildable acre. Therefore, this analysis assumes an overall density of 7 dwelling units per net buildable acre.

As shown on Table 10-2, Molalla will require 151 net buildable acres to accommodate housing for the estimated 2030 population, ~~and 733 net buildable acres for the 2030-2060 URA timeframe~~.

**Table 10-2: Net Buildable Acres Required for Housing**

Year	2030	2030-2060
Households	1,055	5,128
Net Density	7	7
Net Buildable Acres Required	<b>151</b>	<b>733</b>

## Net to Gross Conversion

According to OAR 660-024-0010, a “Net Buildable Acre” consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.” Molalla assumes a 20% right-of-way factor to account for future streets and roads related to housing development.

As shown on Table 10-3, Molalla will require 188 gross buildable acres to accommodate housing for the estimated 2030 population, ~~and 916 gross buildable acres for the 2030-2060 URA timeframe~~.

**Table 10-3: Gross Acres Required for Housing**

Year	2030	2030-2060
Net Buildable Acres Required	151	733
Right of Way Assumption	20%	20%
Gross Buildable Acres Required	<b>188</b>	<b>916</b>

## Housing Mix

Molalla intends to use the safe harbor for housing mix provided in OAR 660-024a Table 1 ~~when should~~ it forecasts UGB needs. The relationship between housing mix and zoning changes ~~will would be~~ detailed in any future UGB analysis.

## Housing Goals

*To allow for a variety of housing options for all income levels in both existing neighborhoods and new residential areas that match the changing demographics and lifestyles of Molalla residents ~~to the year 2030 and beyond.~~*

## Housing Policies

1. Residential development shall consider the physical characteristics of the site by meeting applicable zoning and building code requirements.
2. The City shall adopt clear and objective design standards to ensure that new residential development in existing residential areas is reasonably compatible with surrounding developments with respect to landscaping, massing, architectural styles, lighting, and appearance.
3. To provide greater flexibility and economy of land use, the Zoning Ordinance shall allow variable lot sizes in single-family residential subdivisions.
4. The City shall encourage rehabilitation and maintenance of housing in existing neighborhoods to preserve the housing stock and increase the availability of safe and sanitary living units.
5. As set forth in the City's Housing Needs Analysis, a variety of housing types shall be encouraged throughout the planning area for households of all incomes levels, ages and living patterns. Such housing should include but not be limited to:
  - 5.1. large and small lot single-family residences;
  - 5.2. accessory dwellings;
  - 5.3. duplexes;
  - 5.4. multiple-family housing (including for-rent apartments and for-sale condominiums);
  - 5.5. attached single-family residences; and
  - 5.6. manufactured dwellings in parks and on individual lots.
6. Specific locations for each type of housing shall be consistent with the comprehensive plan and development code.
7. The City shall work with the private sector and non-profit housing development to encourage housing at various prices and rents in order to maximize housing choices of the public.
8. The development of low- to moderate-income housing is appropriate throughout the planning area and shall be of a design and construction consistent with policy of this Section.
  - 8.1. Such housing shall not be so concentrated as to create a recognizable or exclusively low-income district.
  - 8.2. The City and County should encourage government assisted housing to be located at a variety of locations within the UGB.
9. The development of mid-rise housing (up to 3 1/2 stories) is appropriate near the downtown area, in Community Planning Area Districts, and in other designated areas adjacent to arterial streets that are transit trunk routes. Such developments shall be subject to special planning and development review or meet specific Community Planning Area design and development standards.
10. Housing for the elderly shall be encouraged.
  - 10.1. The livability of these developments shall be a prime concern in the review process.

- 10.2. Large-scale developments for the elderly would be most appropriately located near the City core area for shopping, public transportation, medical and other similar facilities.
- 10.3. Alternative housing options, such as cooperative housing with common facilities, shall be allowed outright in medium or high density areas and as a conditional use in low density areas as outlined in the Zoning Ordinance.
11. Higher-end housing opportunities shall also be encouraged, especially in areas with view and natural amenities.
12. The City shall review housing needs and projections periodically and make necessary revisions during the major revision process as outlined in the Planning and Citizen Involvement section of the Comprehensive Plan.
13. The City shall provide for manufactured dwelling parks in the R-3 zone to allow persons and families a choice of residential settings.
14. In order to minimize the adverse impacts of higher density housing on adjacent properties, The City shall establish clear standards for:
  - 14.1. The placement and design of mobile home or manufactured dwelling parks;
  - 14.2. Buffering by means of landscaping, fencing or distance from conflicting uses;
  - 14.3. Compatibility of design, recognizing the conflicts of mass and height between apartment buildings and houses; and
  - 14.4. On-site recreation space as well as pedestrian and bicycle access to parks, schools, mass transit stops and convenient shopping;
  - 14.5. Placement of buildings to minimize the visual effects of parking areas and to increase the availability of privacy and natural surveillance for security.
15. New residential developments in areas without an established character or quality should be permitted maximum flexibility in design and housing type consistent with densities and goals and objectives of this Plan.
16. The City shall encourage new and innovative residential planning and design techniques that, while different from standard subdivision developments and design requirements, are consistent with the policies of this Comprehensive Plan and the Development Code.
17. Minimum and maximum densities shall be established for all areas designated for residential use or mixed-use on the Comprehensive Plan Land Use Map.
  - 17.1. Minimum residential density zoning standards shall be prescribed for all residential areas.
  - 17.2. The minimum densities are intended to ensure the Molalla Comprehensive Plan achieves the residential density objectives, while retaining flexibility for residential development patterns and projects tailored to local conditions.
  - 17.3. No land use regulation provision or process may be applied, nor shall any condition of approval be imposed that would have the effect of reducing the density permitted under the minimum density standard of an applicable residential zone.
18. Manufactured homes on individual lots shall be permitted in all residential zones subject to:
  - 18.1. Conformance with applicable local, state, and federal standards in force at the time of installation pursuant to Chapter 50 – Prefabricated Structure Code
  - 18.2. Installation on excavated and backfilled foundations
  - 18.3. Removal of all transport related gear.
  - 18.4. Placement and design standards allowed by State statute to insure the harmonious integration of this housing type with other housing in the vicinity.
19. Residential density designations are intended to discourage development at lower densities. The densities of new developments shall be monitored and reviewed annually to assure that residential construction is implementing the Comprehensive Plan designations. If the residential density designations are not being implemented, additional land with in the City shall be designated or re-designated to help assure that the overall density will be attained.

20. Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services.
  - 20.1. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels.
  - 20.2. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.
21. Encourage the construction and development of diverse housing types, while maintaining a general balance according to housing type and geographic distribution, now and in the future.
22. Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.
23. The City shall adopt specific goals for low and moderate cost housing to ensure that sufficient and affordable housing is available to households of all income levels that live within the City of Molalla.
24. Housing units shall be designed, constructed, and maintained so that the community is assured of safe, sanitary, and convenient living conditions in dwellings that are sound, energy efficient, and attractive in their appearance. Conservation of housing resources shall be encouraged through code enforcement, renovation, and rehabilitation of the existing housing stock.
25. Site plans shall provide for adequate yard space for residents and play space for children.
  - 25.1. The yard shall have distinct area and definite shape, and are not just the residue left after buildings are placed on the land.
  - 25.2. The Planning Department shall review development to ensure adequate yard space is available.

## *Goal 10 Zoning and Implementation*

The following implementing measures are intended to provide for the range of housing types and densities identified by OAR 660-024a Table 1, with an overall density of 7 dwelling units per net acre.

### Single Family Residential Measures

- Small lots can accommodate single family development ranging from 4,000 to 5,000 square feet in area. Minimal to "zero" side yard setbacks can be used with a generous setback provided for the other side yard.
- Variable lot dimensions can be used to allow flexibility in platting irregular blocks and result in greater land use efficiency and lower development costs. Alternating narrow and wide lots can be used to accommodate different housing plans and appeal to target markets.
- Rental additions can be made to existing single family neighborhoods with reasonable design guidelines. A new, generally small rental or "studio" unit can be created by converting a garage, building over garages, dormer additions on second stories, or basement apartment conversions.
- Cluster housing can increase the standard single family densities of 6 units per acre to anywhere from 8 – 10 units by clustering homes together and sharing open spaces.
- Attached housing in the form of duplexes, triplexes and four-plexes can be added to existing neighborhoods on relatively small lots. Allowing such development on large corner lots, while reserving interior lots for more traditional housing.

- Attached single-family development (townhouses or rowhouses) provide affordable homeownership opportunities. A single family attached dwelling with a common wall shared with other units and typically occupy narrow lots (25' to 32' wide) arranged in clusters or rows of 2 to 10 units, producing densities of from 8 to 12 units per acre. Each townhouse and townhouse lot (2,000 to 3,500 square feet) is individually owned and may be sold or rented, appealing to many markets.

## Multiple Family Residential Measures

- Garden Apartments are typically two to three stories, contain 10 or more rental units within a single building, but do not have an elevator. This is the most common type of apartment construction, yielding 15 to 20 units per acre. Individual units can also be individually owned, with a condominium association owning exterior and common elements of the building, and the site and parking area. Condominium ownership can be built into a new project, or an existing apartment building can be converted to condominium ownership.
- Mid-rise Apartments typically range from 4 to 8 stories in height and require service by an elevator, and may be constructed to densities of 20 to 50 units per acre.

## Mixed Use Residential Measures

- Mixed-Use (Commercial and Residential) developments can take many forms, including retail space on the ground floor with office space above, rental apartments above ground floor retail space, and structures combining offices and hotels or hotels and private residential units.
- These mixed-uses are often targeted in downtowns and neighborhood commercial areas where "around the clock" pedestrian activities are desired. There are few such projects in Oregon, and Molalla should not rely on any significant movement toward this type of real estate product over the planning period. It is likely, however, that "Mom and Pop" type of store fronts and small retail operations can develop in homes designated for mixed use as an affordable small business opportunity. Mixed-uses could also take the form of adjacent commercial and residential uses in separate buildings within a neighborhood center.
- Home Occupations can provide low overhead cost and assist in business start ups by allowing them to be operated from the home. These small scale businesses are typically allowed in residential zones, but require that the primary use of the premises remain residential. Careful regulation is needed to protect the residential character of neighborhoods while allowing reasonable business starts. Criteria generally focus on a list of allowable uses and conditions, or may be performance based (i.e. related to traffic and other impacts). In all cases, the home business is expected to move to a business zone when it out grows the permit parameters.

Residential areas should be designated to avoid incompatible commercial, industrial and other uses. The Molalla Municipal Code should not be so restrictive as to create large, exclusively residential areas that deprive their residents of convenient access to necessary commercial, cultural and transportation facilities.

The City shall incorporate Community Planning Areas into this plan.

- A mix of pedestrian supportive commercial and residential uses shall be encouraged within Community Planning Areas.
- The Zoning Code shall provide for sufficient land and shall establish development regulations and design standards that coincide with these objectives and encourages new commercial and residential development within Community Planning Areas.

- Minimum floor area ratios shall be applied based on the implementing Community Planning Area Zoning District as depicted on the Comprehensive Plan Map.
- Garages should be accessed from alleys where alleys are provided.
- City owned alleys should be cleared and opened for access to rear garages.
- As development occurs garages shall be located off of alleys where feasible.

## Residential Land Use

The *Molalla Comprehensive Plan* Map indicates where residential development will be encouraged.

- **High-density development** is encouraged near the Central Business District. This density will assist the downtown in growth of its commercial business while providing a large amount of residential growth and maintaining the look and feel of Molalla and for the potential redevelopment of the downtown area.
- **Low-density** lots shall be provided in areas that provide scenic views and have access to trail and park (existing and proposed) sites throughout the City. Additional medium density single family residential shall be located in areas to the north of Main Street (Highway 211). These residential areas provide a buffer between commercial and residential living. This places homes in close proximity of schools and neighborhood parks.
- **Duplex Units:** Duplex units shall be encouraged in new single-family residential subdivisions on all corner lots. This requirement will assist in density and duplexes are a needed housing option, which integrates with the existing community, are energy and cost efficient.

**Preservation of Residential Densities:** If a parcel of land is sized and designated to allow development of substantially more than one dwelling unit, the siting of a single new dwelling unit on the parcel shall allow development of the remainder of the parcel to the density range of the zoning designation.

## Residential Plan Designations

**Low Density Residential:** This density provides for single-family dwellings and duplexes at densities of 4 to 8 dwelling units per net buildable acre.

- Environmental Resources and Community Design Objectives.
- Provide quality and affordable housing.
- The City shall incorporate this zoning throughout the City in order to provide a balance in housing options and locations.

**Medium Density Residential:** This plan designation provides for a mix of multi-family, attached and single family housing, and manufactured dwelling parks. This plan designation shall provide a density of 6 to 12 dwelling units per net buildable acre. This plan designation is implemented by the Medium Density Zone (R-2).

- Environmental Resources and Community Design Objectives.



- Provide mixed-use residential areas in close proximity to services and activity areas.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Medium-High Density Residential:** This plan designation provides for a mix of multi-family, attached and single family housing at 12 to 34 dwelling units per net buildable acre. This plan designation is implemented by the Medium-High Density Residential Zone, and the High Density Residential Overlay.

- Environmental Resources and Community Design Objectives.
- Provide quality multi-family housing, which assists in buffering commercial and light industrial uses from single-family residential where possible as well as providing affordable housing alternatives.
- The City shall monitor the location, density and design of these developments in this zone to enhance the City livability and safety.

**Community Planning Areas** shall be identified with Community Planning Area designation on the Comprehensive plan and may authorize more intensive land use densities and floor area ratios than residential zoning designated elsewhere in the City. Specific zoning districts shall be applied to implement policies and objectives for the Community Planning Areas, including minimum residential, and employment density objectives. Community Planning Area map designations within the City are maps, which may be separate from the City-wide map but for all intents and purposes shall be considered a part of the official Comprehensive Plan.

Criteria for the location of multi-family housing shall include proximity to the City core, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

## **MOLALLA COMMUNITY LIVABILITY**

### **LAND USE AND DEVELOPMENT**

The type, location and design of development and supporting public facilities is critical to the livability of the community. In combination, community design standards are intended to blend the natural environment with urban development. The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community – consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.

### **Residential Livability Goal**

*Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, shopping and employment centers.*

## Residential Livability Policies

1. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
2. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.
3. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.
4. The City shall establish housing development, schools and parks that are convenient to shopping areas and employment centers.
5. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi public buildings, non-residential public buildings, and quasi public buildings to ensure compatibility with the surrounding area.
6. Private and public developers shall be required to landscape their developments in order to create a park-like nature in the community.
7. The Molalla Municipal Code shall establish criteria for landscaping new development.
8. The City shall establish criteria for signage and sign placement.
  - a. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
  - b. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - c. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
9. Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.
10. The City shall provide its citizens quality homes, job opportunities and an environment of high standards.
11. The City shall establish parks throughout the City as well as encourage other recreational uses of the surrounding area.
12. The Planning Director shall ensure homes are built to federal, state and local standards.

# **MOLALLA COMMUNITY LIVABILITY**

## **LAND USE AND DEVELOPMENT**

The type, location and design of development and supporting public facilities are critical to the livability of the community. Master planning and community design standards are intended to blend the natural environment with urban development and to ensure that adequate public facilities – including parks, schools and open space – are provided as land is annexed to the City. The master planning and design standards ensure the protection of significant natural resources and enhance the visual attractiveness of the community – consistent with the need to provide an adequate supply of land for jobs and housing over the 20-year planning period.

### **Residential Livability Goal**

- *Establish residential areas that are safe, convenient, and attractive places to live which are located close to schools, services, parks, natural areas, shopping and employment centers.*
- *Provide housing, employment opportunities and an environment with a high degree of livability for the citizens of Molalla.*
- *To provide for urban growth while maintaining community livability while ensuring the efficient provisions of public facilities and services.*

### **Residential Livability Policies**

13. Master land development and conservation plans shall be required prior to annexation of land to the City. Master plans shall show how and where:  
The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, fire, police, school and park facilities, as called for in adopted plans and standards.
  - a. Urban public facilities ~~within the Urban Reserve Area (URA)~~ can be provided efficiently with the above public facilities and services.
  - b. Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - c. Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.
14. The City of Molalla shall require that annexation and extension of public facilities and services be conditioned upon waiver of future Measure 49 claims.
15. Development standards shall be established for churches, parks, schools and other public uses and services that recognize the residential character of the neighborhood. Design standards shall provide for off-street parking and maneuvering, landscaping, access control, sign regulations, design review, and limitations relative to scale and services provided.
16. Public and semi-public buildings should be located in residential areas where those services are necessary or desirable. Such facilities should be compatible with their surroundings and meet planning and design review standards to ensure compatibility with surrounding residential neighborhoods.
17. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.
18. The City shall coordinate with property owners in the development of housing, schools and parks that are convenient to shopping areas and employment centers.

19. The Molalla Municipal Code shall contain special planning and design review for public buildings, semi public buildings, non-residential public buildings, and quasi public buildings to ensure compatibility with the surrounding area.
20. Private and public developers shall be required to landscape their developments and protect identified natural features in order to develop needed parks and protect inventoried natural features in the community.
21. The Molalla Municipal Code shall establish criteria for landscaping new development.
22. Design of developments within the community shall consider the design of individual buildings in relationship to the broader community.
  - a. Good architectural design is necessary to provide visual variety and allow for individual identity.
  - b. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.  
The City shall establish criteria for signage and sign placement.
23. Signs located throughout the City should be aesthetically pleasing, though not restricted in design as to significantly limit their economic purpose.
  - a. Specific sign design standards shall be applied in Community Planning Areas and along designated pedestrian streets.
  - b. Sign standards shall control the visual impact of signs on the community and minimize sign clutter.
  - c. Consistent with adopted plans, the City shall establish parks throughout the City as well as encourage other recreational uses in the surrounding area.
24. Provide for an attractive, interesting, and convenient downtown as a place to do business, work, shop, reside and visit.
  - a. Residential units should be permitted above or as an incidental use in conjunction with the Downtown Commercial area. These uses must go through an extensive design review process.
  - b. Through the Transportation Systems Plan the City shall relieve truck traffic through the Central Business District (CBD).
  - c. The City shall create and adopt a downtown revitalization plan to capture Molalla's early 1900s heritage.
  - d. The City shall encourage present owners to take steps to increase the attractiveness by pursuing the early 1900s theme as the buildings are rebuilt or major renovations occur.
25. Encourage landscaping of streets throughout the City.
  - a. The City shall establish landscaping requirements throughout the City including industrial zones in order to uphold the Recreational Theme and enhance the surrounding area.
  - b. The City shall encourage through standards and criteria compatible with the Recreation theme and the rest of the City.
  - c. The landscaping criteria shall be reviewed for each industrial proposed land use application.
  - d. Existing trees shall be preserved where feasible. New trees shall be incorporated into each landscape plan.
  - e. Landscaping and/or open space may be used to buffer no compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to complement good building designs and may be used to screen certain types of development.
26. When possible, schools shall be established close to housing, parks, and services.
  - a. Designate the school district's property and facilities for school purposes and coordinate expansion of the facilities, as they are needed.
  - b. The City will provide information to the school districts about proposed and actual residential developments within the City as well as continue to coordinate with the school districts for planning, scheduling, and construction of needed educational facilities.

# PART IV. PUBLIC FACILITIES & TRANSPORTATION

## GOAL 11: PUBLIC FACILITIES AND SERVICES

*To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

### *Background*

Public facilities provide support for urban development and ensure a livable environment for citizens and businesses. These include sanitary sewer, water, storm drainage, transportation, parks, schools, local government, fire and police. Functional plans for public facilities are included in Volume III of the Molalla Comprehensive Plan. Park facilities are addressed in Part II of this Plan.

Functional plans for public facilities master plans along with their projections for growth and development are expected to change over time as new information and technology becomes available. Therefore, periodic updates to background sections of public facilities plans are not considered amendments to the Comprehensive Plan itself.

~~The 2006-10 efforts to establish a 50-year Urban Reserve Area (URA), Phase I, and to expand the City's 20-year Urban Growth Boundary (UGB), Phase II are designed as a two-phased planning process. Phase II will include updates the following functional (public facilities) master plans:~~

- ~~• Wastewater (sanitary sewer) Master Plan~~
- ~~• Water Master Plan~~
- ~~• Transportation System Plan~~
- School Facilities

1. **Primary Facilities and Services Include:** Those which significantly impact public health and safety and are directly linked to the land development process, in terms of service capacity, location, and design, or directly affect public health and safety. Therefore, adequate provision must be made for these facilities/services prior to or concurrently with urban level development. These facilities and services include: sanitary sewer; water service; roads and transportation; storm drainage; police and fire protection.
2. **Complementary Facilities and Services include:** Those which complement the public health, safety and general welfare of urban residents and workers, but are not necessarily directly linked to the land development process or public health and safety. These facilities include: schools, library, and educational services; parks, recreation, and open space; solid waste; semi-public utilities; city administration; and health and social services. Complementary facilities and services directly affect livability and must be planned for in anticipation of development. However, complementary services may be provided subsequent to actual development – so long as there are binding agreements with service providers and the City to provide these services at a specific future date.

## Public Facilities Goals

- *To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development.*
- *To ensure livable and complete neighborhoods – with adequate sanitary sewer, water, storm drainage, transportation, - park and school facilities.*
- *To ensure that development pays its fair share for needed public facilities as called for in adopted plans.*

## Goal 11 Policies

1. Molalla uses a three-step approach to planning for public facilities.
  - 1.1. First, general Policies and Implementation Measures are contained in the Comprehensive Plan.
  - 1.2. Second, individual master plans (e.g., Storm water Master Plan, Transportation Systems Plan, etc.) are prepared and periodically updated to deal with specific facility requirements.
  - 1.3. Finally, the City shall annually update a rolling five-year Capital Improvement Program, based on these master plans, that is used for scheduling and budgeting of improvement projects.
2. The City shall coordinate with service providers and property owners to encourage the development of the public and private facilities that meet the community's economic, social, cultural, health, and educational needs.
3. The City shall require future urban level development to be served by an adequate level of public sanitary sewer, water, storm drainage, transportation, park and school facilities through the annexation and master planning process.
4. The City shall plan and provide an orderly and efficient arrangement of public facilities and services, consistent with an adopted schedule and approved functional plans.
5. As development increases, so does the requirement for improved and greater capacity facilities and services.
  - 5.1. The City continues to emphasize the need for providing adequate facilities and services in advance of, or in conjunction with, urban development. However, it also recognizes that not all facilities and services require the same level of service adequacy, simultaneous with development.
  - 5.2. The Comprehensive Plan, therefore, prioritizes facilities into primary and complimentary categories and establishes specific development policies for each facility or service.
6. The City shall ensure prior to issuance of building permits that construction will comply with federal, state, and local regulations.
7. The City shall coordinate with service providers to ensure that an adequate level of public facilities is available in advance of or in conjunction with urban development. In cases where adequate public facilities are not immediately available:
  - 7.1. The City may impose reasonable conditions of approval on that development, in terms of the provision of adequate services/facilities; and/or
  - 7.2. Land use permits may be conditioned upon future provision of an adequate level of facilities subject to a binding agreement that such facilities will be provided prior to the issuance of building permits.
  - 7.3. A phased development plan may be approved, subject to future provision of an adequate level of public facilities for each future phase.

8. Except where specifically approved by the City Council and as allowed by state law, private water, sanitary, and storm systems are not allowed ~~within the Molalla Urban Reserve Area~~outside the Urban growth boundary.
9. Where a shortage of facilities/services exists or is anticipated in the near future, and other alternatives are not feasible to correct the deficiency, the City may initiate a moratorium on development activity or to manage growth through a public facilities strategy, as provided by statute. In the event that State laws provide other alternatives to address shortages of facilities/services, the City will consider those alternatives as well.
10. The City shall coordinate with service providers to provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, sewer, water, natural gas, power, telecommunications, and air service to support the commercial and industrial needs of the community.
  - 10.1. Public facilities shall enhance the health, safety, educational, and recreational aspects of urban living.
  - 10.2. The City shall provide current state of the art facilities as required by federal, state and local government.
11. The City shall time the provision of facility construction and services to support planned urban development. Urban development will be allowed only in areas where adequate public facilities and services can be provided, and only within the City Limits, unless otherwise allowed by law.
12. Urban sanitary sewer and water service shall not be extended outside the Urban Growth Boundary in any case.
13. Urban sanitary and water service shall not be extended outside the City Limits, with the following exceptions:
  - 13.1. An immediate and demonstrable threat to the public health exists, as a direct result of the lack of the service in question;
  - 13.2. A Governmental agency is providing a vital service to the City;
  - 13.3. It is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time. To meet this criterion the owner of the property must sign an agreement that the City may annex or may require the applicant to annex at any time of the City's choosing.
  - 13.4. For this purpose when the City believes one of the criteria above have been proven and an extension appears necessary the recipient shall pay all costs incurred by the City and sign an annexation agreement or service provisions agreement with the City.
14. The City shall provide or coordinate the provisions of facilities and services concurrent with need, which may be created by new development, redevelopment, or upgrades of aging infrastructure. Those parties causing a need for expanded facilities and services, or those who benefit from such facilities and services shall pay for them.
15. The City shall coordinate with service providers such as utility companies to ensure adequate and efficient installation of needed services and equipment. The City of Molalla shall coordinate planning activities with the utility companies, to insure orderly and efficient installation of needed service lines and equipment.
16. The City shall periodically monitor the availability of health and social services, including day care, and where feasible, will cooperate with the appropriate agencies in providing additional services and facilities. The adequacy of these facilities should be considered during the process of planning for future growth.
17. City facilities shall be installed in accordance with the City's urban growth policies, Public Works Design Standards, and the functional plan associated with each facility. The City shall monitor its facilities and determine when updates and upgrades are necessary to handle projected growth.
18. Developments shall be required to extend services/facilities to the full width of the property being served to provide for connection to adjoining properties.

- 18.1. Unusual existing circumstances may necessitate creative solutions for the extension of services/facilities.
- 18.2. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID).
19. To enhance aesthetic quality, promote public safety and to protect service lines from damage (e.g., ice/wind storms or vehicle accidents), as new development occurs all utility service lines serving the developing property shall be placed underground where feasible, in accordance with the City's Public Works Design Standards.
  - 19.1. The City shall encourage utility companies to place existing aboveground services underground, at the earliest possible time frame possible.
  - 19.2. Aboveground facilities such as transformers shall be placed within a building, which can maintain a common use for the area. Where possible such facilities should be coordinated with the landscaping to provide screening.
  - 19.3. Where feasible a building which can maintain a common use for the area, such as a restroom, shall be used and provided by at the cost of the utility company providing the service.
20. All major lines shall be extended in conformance to the line sizes indicated on the Master Plan and, at a minimum; provisions for future system looping shall be made. If the type, scale and/or location of a proposed development warrants minimum fire flows, the Director of Public Works may require completion of looped water lines in conjunction with the development.
21. When development occurs within 500 feet of a creek the developer shall provide the City with an amount of money necessary for the City to obtain a professional analysis of the potential effects on the creek. The City shall also require applicants to obtain written approval from the Division of State Lands prior to any work being done within potential wetland, floodplain or within five hundred (500) feet of creek areas.
22. Development, including temporary occupancy, that threatens the public's health, safety, or general welfare due to a failure to provide adequate public facilities and services, will not be permitted. Development applications will be allowed to proceed on the following basis:
23. The cost of all utility line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service.
24. In the course of site development, developers and service providers may be required to retain or improve native vegetation in identified riparian zones and landslide prone areas to decrease the amount of surface water run-off, to shade areas of surface water, to preserve areas of natural percolation, help stabilize landslide-prone areas, and reduce erosion. Replacement, enhancement, and/or restoration of vegetation, including the removal of invasive plants, may also be required depending on the type, scale, and location of development.
25. The City shall continue to construct, operate and maintain its water, sewer and storm facilities in conformance with Federal, State and Regional quality standards. .
26. Semi-public facilities are privately owned and operated, but have general public benefit and may be regulated by government controls. They include a wide range of services from electric utilities to day care.
27. The City will continue to prepare/update and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan and continue to implement the Water and Sewer Master Plan.
28. Priorities will be established to ensure that adequate public facilities are available to support desired industrial and commercial development.
  - 28.1. A high priority shall be given to improvements to water, storm drainage, traffic circulation, and safety.



- 28.2. It is not the intent of this policy for the City to subsidize commercial or industrial development. Developers continue to be primarily responsible for providing needed improvements.
- 28.3. The City acts as the coordinating agent to ensure that adequate facilities coincide with development.
- 29. Development will coincide with the provision of utilities. These facilities shall be:
  - 29.1. Capable of adequately serving all intervening properties as well as the proposed development; and,
  - 29.2. Designed to meet City standards.
  - 29.3. Require the placement of utilities underground in new developments and seek means of undergrounding existing above ground utilities, other than storm drainage facilities.
- 30. The Transportation Systems Plan shall ensure standards for street development, to include ingress and egress, street control, parking, on and off street, street landscaping and sign requirements in the development stage.

### **Public Facilities Funding Policies**

- 31. The City shall establish system development charges to provide and improve sanitary sewer, water, transportation, storm drainage, park, and recreation facilities.
- 32. The City may use the following or similar implementation measures to encourage achievement of the air, water and land resources goal: tax incentives and disincentives, land use controls and ordinances multiple use and joint development practices, capital facility programming, and enforcement of local health and safety ordinances.
- 33. The City shall establish and maintain revenue sources to support the plan policies for urbanization and maintain needed public services and facilities.
- 34. Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments.
  - 34.1. The City may establish and collect Systems Development Charges (SDCs) for any or all-public facilities/services, as allowed by law.
  - 34.2. The City may give SDC credits allowed by law when a proposed development provides additional improvements above and beyond what is normal.
- 35. The City shall continue to prepare and implement a rolling five-year Capital Improvement Program, with annual funding decisions made as part of the municipal budget process. As part of the Capital Improvement Program the City shall plan and schedule major improvements to its water, sewer, park, or storm improvements needed to serve continued development.
- 36. The City Council shall investigate funding alternatives to property taxes for funding public facilities and services. The City shall seek outside funding for expansion, improvements, and repairs of City facilities wherever possible.
- 37. The City may explore opportunities for financing the development and maintenance of parks and open space, including the a Park and Recreation or Special Service District to provide a full range of recreational opportunities to Molalla area residents.
- 38. Developers in the Molalla urban area shall be responsible for constructing public improvements that benefit their developments.
- 39. The City shall be responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan.
  - 39.1. Maintenance of the developed City Street System is a public obligation.
  - 39.2. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

40. The City shall coordinate with Clackamas County and ODOT to provide improvements to regional transportation facilities, which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan.
41. The City shall pursue a grant to update the Transportation Systems Plan (TSP) by 2010.

### **Wastewater Facilities (Sanitary Sewer)**

42. The City shall coordinate with Clackamas County to monitor septic tanks both in the City and outside the City but within the urban growth boundary.
  - 42.1. Septic tanks may be allowed in the Urban Growth Area outside the City limits on existing rural parcels under jurisdiction of Clackamas County, subject to Health Department approval and siting standards that ensure efficient future urban development.
  - 42.2. The Public Works Department shall work with Clackamas County to provide the City with proof of yearly tests on all septic tanks outside the City limits but within the Urban Growth Boundary.
  - 42.3. Because of the poor percolation qualities and shallow water table associated with much of the soil in the planning area, urban level development will be required to utilize sanitary sewers.
43. All parcels within the City shall be served by sanitary sewer.
  - 43.1. The City of Molalla shall require all existing and new development within the City to connect to the sewer line within one (1) year.
  - 43.2. New development shall be required to connect to City sewer.
44. Development and siting in locations without fire protection service shall be contingent upon the developer providing the services or the subsidizing of those services.
45. High quality water supply and distribution systems shall be maintained to meet current and future domestic and industrial needs. The City will encourage coordination of water supply planning between the City and other water districts and private water systems.

### **Water**

46. Obtain additional water supplies to meet the needs of Molalla through the year 2030.
47. Work with developers to secure underground water rights where feasible.
48. The City shall review and, where necessary, update the Water System Master Plan to conform to the planned land uses shown in the Comprehensive Plan and any subsequent amendments to the Plan.
49. The City shall continue to develop, operate and maintain a water system, policy, including wells, pumps and reservoirs, capable of serving all urban development within the UGB.
50. In all water related issues, the City will comply with applicable State and Federal water quality standards.
51. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards.
52. The Director of Public Works shall establish a plan to advise all required agencies where any proposed discharge will affect the quality of air or water.
53. All government agencies responsible for assuring air, water and land resource quality in the planning area shall be contacted when plans affecting waste and process discharges are proposed. These proposals should be coordinated with other plans affecting waste and process discharges within the air shed and river basin encompassing the planning area, and respective roles and responsibilities of the government agencies determined.
54. Any agency required by the plan will be advised in writing.
55. The City shall update its storm sewer and sanitary sewer master plan.

56. The City shall develop implementation measures necessary to assure that a storm sewer and sanitary systems are provided to areas designated urban.
57. The plan shall be designed to accommodate the growth anticipated in undeveloped portions of the Molalla Planning Area.
58. Create and continually update a storm sewer master plan.
59. Adopt a general drainage policy outlining responsibilities, procedures, and guidelines for joint public and private participation in local drainage improvements.
60. The Master Plan and the Capital Improvements Program will continue to be the basis of establishing Systems Development Charges for storm drainage. The funds are used to upgrade the storm drainage system beyond those improvements required to serve individual developments. Provision of drainage control within a given development shall remain the responsibility of the developer, with the City assisting only so far as to assure the new system will also accommodate off-site drainage. In reviewing planned improvements, the City Engineer may specify the use of on-site or off-site storm water detention, based on specific site characteristics and drainage patterns of the area.
61. Molalla has established a single-storm drainage runoff standard that is applied throughout the City. That standard requires developers to plan for at least a 25-year storm event. The appropriate criteria will be established and implemented through the City's Public Works Design Standards.
62. Natural drainage ways shall be stabilized as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion. The City Engineer may require the use of energy dissipaters to help minimize erosion.
63. Sediment and erosion control shall be provided consistent with the Public Works Design Standards. All approved open drainage channels and open detention/retention basins shall be designed, constructed, and maintained with appropriate safeguards to insure public health and safety.
64. All development proposals shall be accompanied by a storm drainage plan and hydrologic analysis adequate to meet the above policies and standards, unless waived by the City Engineer for good cause. No development permit shall be issued for any project until the Director of Public Works approves a storm drainage plan.

## **Storm Sewer**

65. Ensure that the City has an adequate storm detention system.
66. Where feasible existing culvert or piped drainage ways will be "day lighted" (converted from underground to surface facilities). Open drainage ways may be used as open space requirements for developments, provided that they meet the design requirements of the Planning Department.
67. Conversion of existing swales or drainage ways to culvert, piped systems, or linear ditches shall be permitted only where the Director of Public Works determines that there is no other reasonable site development option.
68. Ensure adequate storm drainage.
69. During development of a storm sewer master plan (see Public Facilities and Services element) the issue of water quality aspects of urban storm runoff shall be addressed.
70. Maximize the use of the natural drainage system to allow for ground water infiltration and other benefits to community aesthetics as well as habitat enhancement. This does not mean that natural drainage ways will be left unimproved. The City must approve alterations of any kind.
71. Regulations regarding the cleaning of private commercial and residential parking lots shall be addressed during development of the storm sewer master plan.
72. This City shall require developers to utilize natural drainage ways in the storm drainage plan.
73. Require all future utilities to be placed underground, other than storm drainage facilities.

## Solid Waste

Currently solid waste from the City of Molalla is transported by contractors to Oregon City, which is in the Portland Metro Area. Within the Portland metropolitan area solid waste disposal has been a concern for many years. The average family of four generates about 4 tons of garbage a year, which ends up in sanitary landfills. The existing landfills in the metropolitan area have been filled and it is no longer feasible to site new ones. Garbage from the Portland region is now hauled, at considerable expense, to Eastern Oregon for disposal.

74. This Plan also recognizes that a successful solid waste management plan will have to deal with much broader issues than just landfills.
75. Such a regional plan must address the issue of throwaway products and emphasize programs for waste reduction rather than discard as a long-term solution.
76. Work to assist in solid waste management wherever possible and seek economical and convenient solid waste disposal for City residents through the franchise granting process.
77. The City shall support the district supplying solid waste service to Molalla in its efforts to provide suitable sites for solid waste disposal. The City shall coordinate with contractors to ensure the City has solid waste disposal service.
78. Processing techniques designed to recycle sludge and other solid waste materials shall be encouraged and utilized where feasible to conserve energy resources.
79. The City and County shall encourage a continued cooperative recycling effort within the Molalla Urban Growth Boundary as well as work together to gain one hundred (100) percent disposal of waste at appropriate landfill sites and discourage the dumping of wastes on public and private lands. The City shall ensure the collection of solid waste.
80. The City shall promote and encourage service organizations and/or industry to establish recycling programs and centers for newspapers, magazines, glass, metal and other recyclable materials.

## Molalla River School District No. 21

The Molalla River School District provides the Molalla community with kindergarten through twelfth grade. In 2007, the District had nine schools, eight of which are open and one is closed. Six of the district schools are located within the City Limits and two are located outside the UGB in the County. The following coordination policies commit the City to working with District 21 in planning for community growth:

81. The City and the District 21 School District Board shall coordinate regarding planned urban development and the location and service needs of District schools.
82. The City shall work with District 21 to ensure that adequate future school sites are available within the ~~50-year Urban Reserve Area (URA) or 20-year~~ Urban Growth Boundary (UGB), depending on the timing of planned facilities.
83. Schools serving students living within the Molalla UGB should be located within the urban growth boundary.
84. Sites for future schools should be acquired well in advance of need ~~within the designated Urban Reserve Area or within the UGB.~~
85. Future schools should be located to provide reasonable access to the student population served as recommended in Policies 86-88 below.
86. Elementary Schools:
  - 86.1. Should be located near the center of existing or future residential neighborhoods within safe and reasonable walking distance of as many students as possible.

- 86.2. Whenever possible, be on residential streets which provide sufficient access for buses and other necessary traffic but have a minimum of non school-related vehicle activity.
- 87. Middle Schools:
  - 87.1. Should have adequate, safe and direct access from the principle street network.
  - 87.2. Should be in locations central to the population served.
  - 87.3. Should be designed, sited and constructed to encourage the use of walkways, bikeways and public transit.
- 88. Developers shall coordinate with District 21 through the master planning process, to ensure that an adequate level of school facilities are provided to support residential development, as land is annexed to the City.

## Police and Fire Protection

Police protection in Molalla is provided 24 hours a day, 7 days a week. The police department is presently located in the rear section of the City hall building located at 117 North Molalla Avenue.

- 89. The location of City Hall and the Molalla Police Department should be in a central location where it is easily accessible to the public, and off-street parking is available.
- 90. The police department coverage includes all areas within the existing City Limits and shall continue to do so as land is annexed to the City.
- 91. The City currently maintains a ratio of two policemen per 1000 population; the City Council may adopt police level-of-service standards that would apply to annexation of land to the City.

The Molalla Rural Fire Protection District is responsible for maintaining and upgrading fire-fighting apparatus and making necessary capital improvements such as new fire stations. However, the overall effectiveness of its operations is significantly affected by the location and design of urban development.

- 92. The Fire District coverage includes all areas within the existing Urban ~~Reserve Area~~Growth Boundary.
- 93. Provide fire protection consistent with the health, welfare, and safety of Molalla citizens.
- 94. The City shall require that all buildings be designed to meet such standards as may be agreed to by the City and the Fire District.
- 95. The City shall also continue to coordinate with the Fire District in maintaining accurate maps (including addressing) and land development records.
- 96. New construction shall meet state fire marshal requirements for accessibility and water supply.

## City Hall and Library

Decisions about the growth of City staff and how to fund operations are properly within the jurisdiction of the City Council. Therefore, no specific staffing standards are established. The City has a need for a larger more up-to-date building in which to house the City Hall and the Police Department. The building currently being used is outdated and much too small to handle the needs of the City. Molalla's City Hall is located on North Molalla Avenue, north of Main Street. City Hall provides office space for the Mayor, City Administrator, City Recorder, City Finance Department, Director of Public Works, Planning Department, and Police Department.

- 97. There is a need for the City to find a suitable replacement for the current outdated and undersized City Hall and Police Station. This site shall be easily accessible to the public and located within the Central Business District.

The Public Library is located in the southern portion of the City on 5th Street just east of South Molalla Avenue. The library is a new facility completed in 2001. The library houses computer labs, a small conference room, offices, and accommodates library staff.

### **Semi-Public Utilities**

Semi-public utilities are privately owned and operated companies, but have general public benefit and may be regulated by governmental controls. They include energy and communications facilities and services. Utilities in this category include communications, broadband, natural gas, and electric services. These services and facilities are adequate to serve the City of Molalla at this time.-

98. The City shall coordinate with semi-public utilities in the provision of services to new development and in planning for future development.

### **Health and Social Services**

Health care facilities and services are provided by a variety of public and private agencies throughout the area. There are two hospitals approximately 17 miles from Molalla: Willamette Falls Hospital lies to the north in Oregon City; and Silverton Hospital lies to the south in Silverton. There are several other medical facilities throughout the City. Silverton Hospital recently completed an urgent care facility. Social services are also provided by a variety of agencies, including State and County facilities and volunteer or non-profit organizations. Many of these facilities within the City of Molalla are extremely limited in capacity and additional facilities will be needed to support future population growth.

99. The City shall coordinate with health and social service providers in planning for future development.  
100. As Molalla grows it will eventually require its own hospital facility and should plan accordingly.

### **United States Post Office**

A United States Post Office is located on Robbins Street west of Grange Street. Postal service is provided over a large area via rural route carriers. Rural carriers or post office boxes provide Service within the City limits. As the City has grown the post office has maintained its current size.

101. The City shall work with the U.S. Postal Service to provide a larger facility, which can accommodate more mailboxes allowing for the growth Molalla continues to experience.

### **Electrical services**

102. Transmission lines should be located within existing corridors, which shall be utilized for multiple purposes to the greatest extent possible.

103. Substations and power facilities shall be landscaped, and the site plan shall be approved by the Planning Commission.

## GOAL 12: TRANSPORTATION

*To provide and encourage a safe, convenient, and economic transportation system.*

### **Background**

The City has an approved Transportation Systems Plan or TSP. (~~2000-2001~~ Molalla Transportation Systems Plan). The Molalla TSP provides background information, analysis, policies and standards for the various modes of transportation that serve the City's growing population. The TSP has been acknowledged for compliance with Goal 12 (Transportation) and the Goal 12 administrative rule (OAR Chapter 660, Division 12) by the Land Conservation and Development Commission. ~~The TSP will need to be updated following expansion of the Molalla UGB in 2010-2011.~~

Molalla is served by State Highway 211 (designated as Main Street within the City Limits) and State Highway 213, which runs north and south along the western edge of the study area. Highway 211 is the only east/west through street within the City. Highway 211 connects with State Highway 26 in Sandy, 40 miles to the northeast, and State Highway 99E in Woodburn, 13 miles west of Molalla. There is also an interchange with Interstate 5 in Woodburn. Highway 211 is the major traffic carrier between Woodburn and Estacada.

State Highways 211 and 213 provide essential transportation linkages for Molalla's growing economic and population growth – and connect the City to the Portland and Salem metropolitan areas. However, traffic volumes on most transportation routes in Molalla have risen over the years as the population has increased. Without appropriate mitigation measures, increased congestion and delays conflict with local and statewide planning goals and rules. These increasing volumes, which include a high percentage of trucks and other large vehicles, are changing the atmosphere of the downtown commercial district and causing an unsafe and unattractive environment for pedestrians and bicyclists. Improving and maintaining system capacity over time creates challenges to the City, County and ODOT planners. Policies to address the continued functionality of these highways are found in the TSP.

### *Transportation Goal*

- *To reduce ~~Congestion~~ congestion and provide for a safe and convenient transportation system throughout the City of Molalla.*
- *Conserve Energy.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*
- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla, and identify a set of reliable funding sources that can be applied to those improvements.*
- *Utilize existing railroad facilities to the maximum benefit of the community in attracting industry and as a potential means of mass transit in the future.*
- *The City will promote alternative modes of transportation.*

- *The City of Molalla is committed to the promotion of a balanced, safe and efficient transportation system and shall make every effort to satisfy this commitment.*
- *Minimize the vehicular impact upon the City of Molalla and to integrate Molalla with the various transportation planning and development systems within the state.*
- *Ensure that the roadway network is adequate in terms of function, capacity, level of service, and safety.*
- *Identify and prioritize transportation improvement needs in the City of Molalla and identify a set of reliable funding sources that can be applied to those improvements.*

## Goal 12 Policies

### Streets and Roads

1. Molalla is committed to updating the TSP through a grant in 2010, to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18 of the Molalla Development Code. Any zone change made prior to the TSP update will require a transportation impact study.
2. Designate sections of State Highway 211 as a Special Transportation Area.
3. To require right-of-way dedication during redevelopment for new street, sidewalk or accessway connections.
4. Require crossover easements during redevelopment to facilitate shared access between non-residential.
5. Ensure property owners maintain the streetscape (between the curb and their property).
6. Implement the preferred development Downtown District alternatives listed in the Downtown Development/OR 211 Streetscape Plan.
  - a. Implement the preferred cross section into the City's proposed TSP;
  - b. Require right-of-way dedication north and south of State Highway 211 in Molalla's Downtown STA to obtain the required 66 foot wide right-of-way width.
7. To implement the preferred OR 211 corridor development alternatives listed in the Downtown Development/OR 211 Streetscape Plan
  - a. Require dedication of right-of-way along State Highway 211 west of Molalla's downtown where necessary to allow for upgrades or require a fee in lieu.
  - b. Ensure that redevelopment places utilities underground.
8. Strengthen the City of Molalla's business community by implementing a mixed use Central Business District (CBD) that concentrates pedestrian-oriented commercial/retail uses within a district that is easily walkable. Allow residential uses in the CBD and high density residential nearby to allow for sufficient local population to support the CBD.
9. Improve pedestrian circulation and safety by requiring sidewalk improvements with redevelopment and enforcing maintenance of pedestrian facilities.
10. The General Commercial zone shall be pedestrian oriented in design.
11. Access Management:
  - a. The function of existing and planned roadways as identified in the adopted Transportation System Plan shall be protected through the application of appropriate access control measures.
  - b. The function of existing or planned roadways or roadway corridors shall be protected through the application of appropriate land use regulations for example residential uses shall not have direct access off a proposed arterial.



- c. The potential to establish or maintain accessways, paths, or trails shall be considered prior to the vacation of any public easement or right-of-way.
  - d. Right-of-way for planned transportation facilities shall be preserved through all practical means. This will include exactions, voluntary dedication, setbacks, or other appropriate means.
  - e. Consolidate driveways/curb cuts to the greatest extent practicable.
  - f. Minimize the width of curb cuts.
12. To develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
  13. To cooperate with and notify all appropriate local, state and federal agencies and transportation interest groups when a land use application is submitted and potentially impacts a transportation facility. Notification will help to identify agency standards and provide an efficient and economical transportation system.
  14. Planning decisions shall conform to the Comprehensive Plan, Zoning Maps, and supporting documents. The future roadway network plan as identified by the Transportation Systems Plan shall be the conceptual framework for future streets. Final street alignments will be refined through the development review process.
  15. A list of transportation system improvements which are allowed, conditionally allowed and permitted through other procedures will be listed in the Zoning Ordinance to implement the TSP.
  16. To continue to designate arterial, collector, and local streets for urban and rural areas with the Urban Growth Boundary.
  17. Emphasize maintenance of existing roadways with improvements where appropriate to improve traffic flow and safety at a reasonable cost.
  18. Strive to upgrade substandard streets as funds become available.
  19. Investigate all possible sources of funding for street improvements.
  20. Coordinate with the Oregon Department of Transportation to improve State Highway 211 in Molalla to provide general improvement of traffic circulation.
  21. Coordinate efforts with Clackamas County with regard to actions that affect Molalla Avenue.
  22. Continue to explore possibilities for developing an alternative truck route to divert truck traffic away from the Central Business District (CBD).
  23. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
  24. Protect the quality of neighborhood and the community.
  25. Provide for adequate street capacity and optimum efficiency.
  26. Promote adequate transportation linkages between residential, commercial, public, and industrial land use.
  27. Provide for the needs of the transportation disadvantaged in the greatest extent possible.
  28. Develop a functional classification system that addresses all roadways within the urban growth boundary.
  29. In conjunction with the functional classification system, identify corresponding street standards that recognize the unique attributes of the local area.
  30. To identify existing and potential future capacity constraints and develop strategies to address those constraints, including potential intersection improvements, future roadway needs, and future street connections.
  31. Evaluate the need for modifications to and/or the addition of traffic control devices.
  32. Identify existing and potential future safety concerns as well as strategies to address those concerns.
  33. Develop a prioritized list of transportation improvement needs in the study area.

34. Develop construction cost estimates for the identified projects.
35. Evaluate the adequacy of existing funding the sources to serve projected improvement needs.
36. Evaluate innovating funding sources for transportation improvements.
37. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
38. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
39. Encourage the continued use of public transportation services and identify improvements to further promote a transit in the community.

#### Railroads

1. Coordinate with Southern Pacific Railroad to expand a future trail along the rail corridor located in Molalla.
2. Urge all appropriate state and regional agencies to seriously consider the use of existing rail facilities for the development of a light rail, mass transit system, which would ultimately serve the City of Molalla.
3. Encourage the development of a multi-use trail along the rail line, dedicating easements in the riparian area along Bear Creek, and requiring dedication of land for new parks to be built as needed in Molalla's Downtown.

#### Public Transportation

1. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
2. Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimized energy consumption and air quality impacts.
3. Encourage the use of alternative modes of transportation by providing a system that ensures mobility for all users.
4. Encourage the continued use of public transportation services and identify improvements to further promote transit in the community.
5. Support the development of pedestrian/bikeways along Molalla's road network to the greatest extent possible.
6. Coordinate with the public and private sector for the establishment of pedestrian/bikeways.
7. Seek outside funding wherever possible for bicycle pathways and other energy saving methods of transportation.
8. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
9. Provide for the needs of the transportation disadvantaged in the greatest extent possible.

Molalla's Goal 12 policy framework is found in the adopted and acknowledged Molalla Transportation System Plan (TSP). This functional plan addresses all applicable transportation modes in Molalla and includes transportation facility policies and design standards. Molalla is committed to updating the TSP through a grant by 2010, to reflect anticipated updates to this Comprehensive Plan, UGB and the Molalla Zoning Ordinance (Title 18). Any zone changes made prior to the TSP update will require a transportation impact study.

## PART V. URBAN FORM AND GROWTH MANAGEMENT

### GOAL 13: ENERGY CONSERVATION

*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.*

#### *Energy Conservation Goal*

- *To conserve energy in existing and proposed community development.*

#### *Goal 13 Energy Conservation Policies*

1. The City shall encourage alternative energy sources. Conservation of energy shall be encouraged at all times.
2. In order to reduce future demands for electrical energy, the City shall:
  - 2.1. Encourage incorporation of alternative energy sources (e.g., solar, etc.) into new construction, as well as retrofitting of existing development.
  - 2.2. Consider joint efforts with PGE, Army Corps of Engineers, ETO (Energy Trust of Oregon, Clackamas County, and other government agencies, to study the potential for local power generation.
3. To set an example for proposed developments, the City will incorporate energy efficient designs into construction of City buildings and facilities.
4. The City will review and revise existing street lighting standards to provide adequate safety while minimizing the demand for power (e.g., use of minimum number of lights, use of energy-efficient lights such as high pressure sodium lamps.).
5. To conserve energy by using energy conservation as a determinant in:
  - 5.1. The location of various land use activities (residential, commercial, industrial).
  - 5.2. The design and development of a transportation system.
  - 5.3. The design and construction of housing and other structures.
6. The City may use the following or similar implementation methods to encourage achievement of the energy goal:
  - 6.1. Reduced lots sizes and increased housing density;
  - 6.2. Increasing solar access;
  - 6.3. Use of alternative energy sources, such as wind;
  - 6.4. Systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste;
  - 6.5. Encourage energy responsive state building codes and use of LEED standards
7. Measures designed to conserve energy resources shall be consistent with the goals and policies of this Plan.
8. Energy conservation shall be addressed in the Transportation System Plan by reducing reliance on single-occupancy vehicles. This should include development of bicycle/pedestrian paths, or express bus system.
9. The City shall:
  - 9.1. Actively assist and encourage the development of alternative sources of energy.

- 9.2. Encourage conservation techniques for all new industrial, commercial, and multi-family developments, and encourage site planning, landscaping and construction which support solar energy use and conservation.
- 9.3. Encourage renewal and conservation of existing neighborhoods and buildings, and create a multi-centered land use pattern to decrease travel needs. Infilling of passed over vacant land is encouraged. Close relationships among developments for living, working, shopping and recreation are encouraged through planned mixed-use zoning.
10. Provide for higher density, encourage more common-wall residential development types as an alternative to single family detached housing.
11. Encourage recycling and conservation efforts.
12. With any proposed change in the Urban Growth Boundary, consideration shall be given to energy conservation.
13. Land use planning shall encourage the efficient use and re-use of buildable lands within the Urban Area.
14. Consider and foster the efficient use of energy in land use and transportation planning.
15. The City shall consider adoption of the Oregon Department of Energy's Model Conservation Ordinance.
16. Local building officials shall perform initial and final inspections after completion of all new construction and provide stamped certification of compliance with state building codes.
17. Research appropriate standards to protect the availability of sunlight and wind as energy sources.
18. The City shall explore the feasibility of a mini-transit system as funds are available.
19. The City shall exact compliance with the approved public facilities plan.
20. Information shall be made available concerning local conservation programs.
21. The City should make available information about the appropriate tax benefits of and the availability and location of buildable lands in the urban growth area.

## GOAL 14: URBANIZATION

### ***Agricultural and Forest Lands Protection***

Molalla is a rural community with farmland located near the City in all directions. One of the factors considered in location of the Urban Growth Boundary was the preservation of that agricultural land and buffering between agricultural and urban uses. Large agricultural areas remain in all directions of the City outside the existing growth boundary. There is a large residential exceptions area directly to the south of the existing UGB, ~~which has a top priority for UGB or URA expansion. The City recognizes the importance of protecting farm and forest land; however it is likely that the City will need to expand into some agriculture and forest lands at such time a UGB expansion occurs as part of Phase II of this process identified earlier in this plan.~~ Aside from the southern exceptions area, the City is surrounded by agricultural lands, giving the City no other option than to utilize such lands for ~~planned~~ urban growth. ~~When the time comes for If~~ the City ~~should ever to~~ expand its current Urban Growth Boundary, consideration will be given to agriculture and forest land to minimize impacts on such lands as required by ~~the ORS 197.298~~ Priorities for urban growth boundary expansion in ORS 197.298.

Statewide Planning Goals 3(Agricultural Lands) and 4 (Forest Lands) ~~are not applicable do not apply~~ within Molalla Urban Growth Boundary (UGB) because there are no lands designated for farm or forest use within the UGB. Impacts on agricultural and forest land were considered when the UGB was adopted and acknowledged by the Land Conservation and Development Commission (LCDC) in ~~the 1980s 1981;~~ and will be considered further during ~~the URA and any~~ UGB amendment process ~~es in 2008-09~~. Goals 3 and 4 will continue to protect agricultural and forest land outside the UGB, ~~and within the Urban Reserve Area (URA).~~

### ***Rural Land Protection Policy***

- ~~Protect agricultural and forest land outside Molalla Urban Growth Boundary—but within Molalla Urban Reserve Area—until needed for development consistent with Statewide Planning Goal 14 (Urbanization) and the Urban Reserve Area Administrative Rule (OAR Chapter 660, Division 021).~~

### ***The Urban Growth Boundary (UGB – 20 Years)***

Statewide Planning Goal 14 requires that Molalla and Clackamas County jointly adopt a 20-year urban growth boundary (UGB) that defines where urban services will be provided to serve existing and planned urban development. Urban services cannot be extended outside the UGB to serve rural land. Thus, the UGB defines where urban growth can occur, and where it cannot. The UGB separates urban from rural land. ~~The initial Urban Growth Boundary was adopted in 1981.~~

The “need” section of Goal 14 requires that the UGB must be large enough to accommodate population and employment growth needs (including parks and schools) for the 20-year planning period:

- Establishment and change of urban growth boundaries shall be based on the following:*
- (1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and*

*(2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space.  
In determining need, local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need.*

The “location” section of Goal 14 sets forth criteria for determining the direction of urban growth:

*The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:*

- (1) Efficient accommodation of identified land needs*
- (2) Orderly and economic provision of public facilities and services;*
- (3) Comparative environmental, energy, economic and social consequences; and*
- (4) Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

~~When a~~ If the UGB is ever expanded, the City must will show how land within the UGB can be developed at urban densities and served efficiently with sanitary sewer, water, storm drainage and transportation facilities. The City must will also consider economic, social, environmental and energy consequences of alternative growth options. ORS 197.298 requires all cities in Oregon to include rural residential areas before moving into farm and forest resource land, and to include lower value resource areas (such as grazing land without irrigation) before bringing in higher value resource areas. Thus, the locational criteria in Goal 14 require a comparative evaluation of potential UGB expansion areas that can reasonably be expected to meet identified needs.

### ~~The Urban Reserve Area (URA – 50 Years)~~

~~The Urban Reserve Administrative Rule (OAR Chapter 660, Division 21) authorizes Molalla to establish an urban reserve area (URA) outside the UGB. The URA considers land needs over the next 30-50 years. The URA designation allows Molalla to begin planning for roads and urban services that will eventually serve land within an expanded UGB. Under state law, land within the URA is “first priority” for future UGB expansion—but only after 20-year land need has been demonstrated consistent with Goal 14.~~

## **Background**

### ~~Molalla’s 2030~~ Urban Growth Boundary (UGB)

*Urban growth boundaries shall be established to identify and separate urbanizable lands from rural land.*

## **URBAN GROWTH AREA INFORMATION**

Molalla’s history of growth is partly the result of its physical location and price of land. Molalla continues its cooperative and participatory approach to growth management in order to preserve the local quality of life as additional people move into the urban area. As a participant in regional planning efforts, Molalla must deal with complex issues accompanying growth and maintain a common framework for the community for traffic congestion, loss of open space, speculative pressure on rural farm lands, rising

housing costs, diminishing environmental quality, demands on infrastructure such as transportation systems, schools, water and sewer treatment plants, and vulnerability to natural hazards.

As shown in Table 14-1 and described in Goals 9 (Economy) and 10 (Housing), Molalla has a long term deficit of both residential and employment lands.

**Table 14-1: 2030 ~~and 2060~~ Residential and Employment Land Deficits**

Land Use	2010-2030	2030-2060	2010-2060
Housing	117	916	1,033
Public / Semi-Public	118	378	496
Employment Land	112	793	904
<b>Total</b>	<b>347</b>	<b>2,086</b>	<b>2,433</b>

Source: Winterbrook Planning, 2009

~~The City shall work on an Urban Reserve and Urban Growth Boundary expansion to obtain the lands necessary to meet these growth demands.~~

The Urban Growth Boundary defines where urban growth will occur in the future. It is inevitable that there will be impacts on the community due to this growth. Social impacts associated with urbanization are difficult to measure, but ~~still~~ affect everyone in the community. General congestion and inconvenience is felt from an increased number of people at banks, stores or restaurants. The City shall work to alleviate congestion problems usually associated with urbanization by designating enough commercial lands and locating these commercial lands strategically around residential and industrial development with adequate ingress and egress from the area.

The economic impacts of urbanization can be counted as benefits and costs to a community. Economic benefits result from increased tax revenues from businesses and homeowners. Local businesses also benefit through increased sales to additional people who shop in our town. Molalla is encouraging the economic benefits by designating adequate amounts of industrial and commercial land to provide jobs for local residents and stimulate the flow of money through the local economy. Urbanization also creates additional demands on energy supplies. New homes and businesses will need energy in the form of oil, natural gas, and/or electricity. Urbanization may lead to traffic congestion and an increased consumption of gasoline by automobiles. Molalla has attempted to reduce increased energy demands by encouraging energy efficient homes and supplying sufficient industrial and commercial lands to keep more citizens in town rather than commuting.

Urbanization can lead to a wide range of environmental impacts. Molalla plans to mitigate these impacts by providing adequate land, appropriate land use designation, the proper location of its urban growth boundary and judicious land use planning to reduce environmental impact in the Molalla Planning area:

- Water pollution can be caused by increased runoff from development, industrial waste and erosion when ground cover is removed. By providing adequate services to developing areas and protecting water resources during development water pollution can be reduced.

- Noise pollution is a result of urban development due to consideration of activities in a relatively small area. By locating services of noise away from residential areas and providing buffer shall reduce noise pollution.

Molalla's Urban Growth Boundary was established in 1981 to provide a 20-year supply of land. It is now nearly 30 years later, and the City has not updated its UGB. ~~Preliminary-Substantial~~ analysis indicates that Molalla currently does not contain an adequate supply of residential, commercial, industrial, or public land to meet the needs of the City. ~~The City will review the Urban Growth Boundary immediately to obtain the required 20-year inventory required by Statewide Planning Goal 10. However, as noted above, until such time as state law changes to allow the City to base its land needs on actual population growth rates or Clackamas County adopts a coordinate population projection for the City, the City is prevented from expanding the UGB to provide a 20-year land supply.~~

A land survey of the City shows 82% (1,326 acres including streets) of the City's land mass is currently developed. The remaining 282 vacant acres are in all land classifications. Residential lots vary from 5,000 square feet, mainly in the downtown section of the City, to over six (6) acres in size.

Commercial uses occur mainly along Main Street and Molalla Avenue and along Highway 211 and Highway 213. There is also limited commercial development at the intersection of Highway 211 and Mathias Road in the eastern section of the City.

## **ORS 197.298 Priorities for urban growth boundary expansion and Area Soils**

Once 20-year need has been demonstrated, ORS 197.298 requires that City's bring in rural residential exception areas into the UGB before farm or forest land resource land, and that lower quality soils be included before higher quality soils. Because much of Molalla's lower quality Class III and IV soils are hydric (wet) in character, and because wetlands are not suitable for meeting the City's planned growth needs, little purpose would be served by bringing unbuildable wetlands into the UGB.

Soil data is important in determining possible limitations for various potential uses on specific parcels of land. Further, the statewide goals require that plans be based upon an inventory of known hazards in an attempt to avoid such problems as development occurs.

Molalla is located in an area of soils called Concord-Clackamas-Amity and Briedwell Associations. These associations of soils have high seasonal water tables and a depth to hard rock of 20 to 40 inches. These soil types can be characterized within the silt classification as clay, gravel or loam; all being somewhat poorly drained.

Definition of Land Classification – The State has defined the soil types within Oregon by each county. For this purpose the City of Molalla will use the report for Clackamas County, which identifies eight (8) types of soils. These soils are classified with Roman Numerals I through VIII.

- Class I – Soils have few limitations that restrict their use.
- Class II – Soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.



- Class III – Soils have severe limitations that reduce the choice of plants that require special conservation practices, or both.
- Class IV – Soils have very severe limitation that reduce the choice of plants, require very careful management, or both. They are poor for cultivated crops. All four-capability classes can be used for pasture, woodland, and wildlife food and cover.
- Class V – Soils are not likely to erode but have other limitations, impractical to remove, that limit their use.
- Class VI – Soils have severe limitations that make them generally unsuitable for cultivation.
- Class VII – Soils have very severe limitations that make them unsuitable for cultivation.
- Class VIII – Soils and miscellaneous areas have limitations that nearly preclude their use for commercial crop production.

The soils in Molalla are generally Class II, III, and IV soils. There are very few areas with Class I soils. There are very few Class V, VI and VIII soils.

## **Proposed Land Efficiency Measures**

In response to rapid growth over the last seven years, the City has implemented provisions to establish a framework for efficient growth management:

1. Minimum density standards for all zones;
2. Increased opportunities for affordable housing types (small lot single family, attached dwellings, multiple family, and manufactured dwellings) in medium density zones;
3. A new high density overlay district to ensure that *only* multiple family construction occurs in certain areas of the community;
4. A Community Planning Area concept for more efficient land use and higher density housing mixes;
5. Design standards to allow and mitigate for these smaller lots and higher densities, while maintaining a small-town feel.

## *Urbanization Goals*

- *To adopt an urban growth boundary (UGB) which assures that adequate vacant buildable land is available for all uses to the year 2030.*
- *To coordinate with Clackamas County in order to manage the urban growth boundary and the conversion of land within the boundary for urban uses.*
- *To provide for the orderly and efficient provision of public facilities and services.*
- *To encourage development in areas already served by major public facilities before extending services to unserved areas.*
- *To plan for future growth opportunities recognizing the limitations imposed by farm and forest land immediately outside the existing UGB.*

- *To establish an Urban Reserve Area (URA) that protects land for future urban development over the next 50 years, consistent with state law.*

## **Molalla Urban Growth Management Policies**

The City believes that uncontrolled rapid growth can seriously impact the city's current living and working environment and overload available public facilities and services. The City recognizes the area will continue to grow and has taken on the responsibility to provide for anticipated growth.

State law requires the City to designate a 20-year supply of buildable land for planned urban development: that is, for needed housing, employment, and community services. State law and local policy also require that adequate public facilities be provided to serve this land and to ensure community livability. This plan seeks a balance of those factors by insuring that a reasonable service level of public facilities is maintained to support urban growth.

Molalla's rapid growth is clearly demonstrated within the current City Limits. There was twice as much development from 1996 to 2003 as was developed from 1979 to 1995. During this time the population in the City of Molalla has doubled.

## **Immediate Urban Growth Areas and Annexation to the City**

1. Urban development will be encouraged within the UGB consistent with applicable zoning standards and where other requirements of the Comprehensive Plan have been met.
2. The City will encourage a balance between residential, commercial, and industrial land use, based on the provisions of this Comprehensive Plan.
3. All lands in the City Limits are available for development when desired by property owners, consistent with and is consistent with the Comprehensive Plan, zoning and subdivision provisions.
4. Immediate urban lands are may be annexed to the City subject to approval of a master land development and conservation plan.
  - 4.1. Immediate urban lands are, by definition, those which can be readily served, at an adequate level, by public facilities and services identified in Part IV of this Plan.
  - 4.2. Efficient land use and provision of urban services will be maximized by encouraging new development at densities prescribed by the Comprehensive Plan and Land Use Ordinances, and through the infilling of partially developed lands.
5. The City will require master land development and conservation plans prior to – or in conjunction with – annexation of land to the City. Master plans shall show how and where:
  - 5.1. The annexed property will be provided with adequate sanitary sewer, water, storm drainage, transportation, school, fire, police, and park facilities, as called for in adopted plans and standards.
  - ~~5.2. Urban public facilities within the Urban Reserve Area (URA) can be provided efficiently with the above public facilities and services.~~
  - ~~5.3.5.2.~~ Urban level development will be phased to ensure that adequate public facilities will be provided to each phase of development.
  - ~~5.4.5.3.~~ Inventoried natural hazards and resources will be protected consistent with adopted plans and standards.
- ~~6. The City recognizes that there is sufficient land within the South Exception Area to meet most identified 20-year land needs. Therefore, when Molalla expands its UGB in 2010, the South Exception Area will be considered as first priority for expansion. Land within the Molalla URA~~

~~that currently has resource (Exclusive Farm Use) zoning shall be planned and zoned for resource use until justified for inclusion within the Molalla UGB.~~

## ~~Managing Land within Future Urban Growth Areas within the UGB and on Rural Land within the URA~~

~~To assure consistency between the comprehensive plans and establish the City's interest in the area, the City shall jointly adopt Dual-Interest Area Agreements with Clackamas County for comprehensive planning of the land within unincorporated urban areas within the UGB—and within rural areas outside the UGB but within the Molalla URA.~~

- ~~7. The Urban Reserve Area (URA) will be established to provide sufficient land to accommodate Molalla's 50-year growth needs, thereby:
  - ~~7.1. Facilitating public facilities planning;~~
  - ~~7.2. Protecting land for future urban development; and~~
  - ~~7.3. Providing greater certainty in the land development process by identifying land that will be "first priority" for future UGB expansion.~~~~
- ~~8. The City shall work with Clackamas County to amend the DIAA to include an overlay map limiting land divisions to 10 or more within the URA, and five acres or more within the UGB.
  - ~~8.1. The development of existing lots of record and newly created lots of 10 or more acres shall be limited to single-family dwellings, agriculture activities, accessory uses which are directly related to the primary residential or agriculture use and necessary public or semi-public uses.~~
  - ~~8.2. Requiring interim development plans to ensure that the future provision of public facilities and services will not be impaired by the siting of permitted or conditional uses.~~
  - ~~8.3. This agreement will help the City of Molalla retain large land parcels for future development and assure consistency with the Comprehensive Plan and establish the City's interest in the Molalla Planning Area.~~
  - ~~8.4. The City shall review proposed plan amendments and new development within the UGB and URA for conformance with the Molalla Comprehensive Plan.~~~~
- ~~9. All land in the Molalla UGB is assumed to be available for annexation and/or development, consistent with the Comprehensive Plan, zoning, subdivision regulations, and the DIAA.~~
- ~~10. In order to protect development opportunities for large lot employment and public uses, new residential development shall be prohibited on such lands until annexed to the City.~~
- ~~11. Through implementation of the Molalla Comprehensive Plan and master planning requirements, the City shall work with Clackamas County and property owners to provide a sound basis for orderly and efficient urbanization by establishing complete communities that included balanced residential, commercial, industrial, parks, schools, fire, police, and transportation improvements.~~
- ~~12. The City is committed to working with property owners to provide adequate levels of public facilities and services to all urban land over the 20-year planning period.
  - ~~12.1. Adequate public facilities shall be provided to serve urban development and provide livable neighborhoods through the orderly and efficient provisions of such facilities.~~
  - ~~12.2. The costs of providing such facilities shall be borne by property owners and the community at large, to avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.~~~~
- ~~13. The City is committed to increasing in population density throughout the community in order to facilitate efficient transportation systems and consequent energy conservation.~~
- ~~14. Land within the Urban Reserve Area is considered first priority for inclusion within the UGB.~~

- ~~15. Quasi-judicial UGB amendments may be proposed at any time be proposed by individual property owners, by the City of Molalla, or by Clackamas County. However, UGB amendments must be consistent with this plan, the Clackamas County Comprehensive Plan, and OAR Chapter 660, Division 024 (Urban growth boundaries).~~
- ~~16. The City shall coordinate with Clackamas County to maintain large tracts of land efficient future urban development within the URA and unincorporated areas within the UGB.~~

## Planning/Zoning Procedures

The City is building out, with much less undeveloped property than in the past. Portions of the undeveloped areas are currently served with adequate public facilities for urban level development. Other areas are not adequately served and the service levels vary throughout the City.

Therefore, in order to provide a process to insure orderly development consistent with the availability of adequate public facilities, and to mitigate adverse impacts to existing neighborhoods and inventoried natural features, the City shall review development applications for conformance with procedures and standards set forth in the Molalla Municipal Code. The Development Code clearly defines the standards that must be met to obtain a Zone Change and/or Site Development Permit.

- ~~17.6.~~ The City shall encourage redevelopment activities and increased population densities based on clear and objective standards found in the Development Code.
- ~~18.7.~~ Development shall be coordinated with the extension of public facilities and services necessary to assure safe, healthy, and convenient living conditions.
- ~~19.8.~~ New development shall be encouraged at maximum densities prescribed by the Comprehensive Plan, subject to design standards found in the Development Code, and through the infilling of partially developed areas.
- ~~20.9.~~ Community Planning Areas may be used as a tool to focus on higher densities and various revitalization projects. These planning areas shall encourage walking and bicycle use. Key components of the Community Planning Areas shall include:
- ~~20.1.9.1.~~ A pedestrian orientation
  - ~~20.2.9.2.~~ Increased intensity of certain land uses
  - ~~20.3.9.3.~~ Public amenities, including pedestrian spaces and community facilities
  - ~~20.4.9.4.~~ Multi-modal circulation linkages and
  - ~~20.5.9.5.~~ Convenient access to commercial areas.
- ~~21.10.~~ The City may require that development along significant natural features shall include public access.
- ~~22.11.~~ The Comprehensive Plan shall include an inventory of significant natural features – Goal 7 natural hazards and Goal 5 resources such as stream corridors – and shall protect such resources based on clear and objective development standards.

Molalla Pioneer

October 11, 2011

RE: Molalla Planning Commission Agenda – October 25, 2011

Enclosed is a copy of the Molalla Planning Commission Agenda for October 25, 2011. Please publish on or before October 15, 2011.

Please return two (2) copies of the Affidavit of Publication together with your statement. Please send your statement to my attention, Clackamas County Land Use and Zoning, Development Services Building; 150 Beaver Creek Road; Oregon City, OR 97045. When submitting your statement, please include file number CP 2011-1

Sincerely,

*Carol Dawson*

Carol Dawson, Permits Specialist  
Planning and Zoning Division

Attachment

Molalla Pioneer

OCTOBER 25, 2011MOLALLA PLANNING COMMISSION AGENDA

**Date & Time:** **October 25, 2011.** This item will not begin earlier than 6:30 p.m. However, it may begin later depending on the length of preceding items.

**Place:** City Hall, 117 N. Molalla Avenue, Molalla OR 97038.

**File No.:** CP 2011-1

**Proposal:** In March, 2010, Molalla adopted revisions to its Comprehensive Plan including an Urban Reserve Area (URA). This was subsequently rejected by the Clackamas County Board of Commissioners. This current proposal is to amend the March 2010 Comprehensive Plan by removing all references to URA and the associated 50-year population forecast. Consistent with State Law, the City will instead use the “Safe Harbor” provision for its 20-year population projections. This is the first of two public hearings on the matter. As this involves legislative text amendments, the role of the Planning Commission is to arrive at a recommendation to forward on to the Council, which will hold a public hearing and make final decision.

**Applicant** City of Molalla

**Planning Staff:** Clay Glasgow, 503-742-4520

# City Of Molalla

## City Council Meeting

### Agenda Category: New Business

**Subject:** Authorization of Expenditures Over \$10,000

**Recommendation:** Motion to Authorize Payment of Invoices and Pending Expenses Over \$10,000

**Date of Meeting to be Presented:** Oct. 26, 2011

**Fiscal Impact:** NA

**Background:** (Type a brief detailed summary of the item to be presented.)  
MMC 1.02.240 requires council approval for payment of expenses over \$10,000 from budgeted funds. Pending invoices are as follows:

SAIF Corporation payment for Workers Compensation Insurance.....\$19,546.55

SUBMITTED BY: Heather Penni, Asst. to Finance Director

APPROVED BY: Ellen Barnes, City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

**Agenda Item**

**6.A.**

City Recorder Use Only

# City Of Molalla

## City Council Meeting

### Agenda Category: New Business

**Subject:** Molalla Arts Commission – Guidelines and Procedures

**Recommendation:** *Council Review - Informational*

**Date of Meeting to be Presented:** October 26, 2011

**Fiscal Impact:** \$0

**Background:** The Molalla Arts Commission did their annual review of their Guidelines and Procedures. MAC has made the following revisions in the document attached. See pages 1, 2, and 3.

- **Page 1:** This item was changed to show a more explanatory action by MAC.
- **Page 2:** This item was agreed upon MAC because they felt that one year now is too short of a time frame. 2 years would allow for the chair to execute major longer time-lined projects that are started with the group allowing a new chair to enter with most major projects completed so they can start anew. This change will need to be voted on by Council since it will change Ordinance 2009-04. *Consideration will come before council this evening as a separate item.*
- **Page 2: Treasurer -** This change is due to their excellent success and independence that now warrants a chair as Treasurer. The City of Molalla will still continue to be the fiscal agent and oversee all funds and expenditures; the position is to assist with tracking of those items, monthly reports to the group and will act as a clearing house of receipts of approved projects. The Treasurer will work with the staff liaison as needed.

SUBMITTED BY: Sadie Cramer, City Recorder

APPROVED BY: Ellen Barnes, City Manager

**Agenda Item**

6 . B



**GUIDELINES AND POLICIES OF THE  
MOLALLA ARTS COMMISSION  
CITY OF MOLALLA – MOLALLA, OREGON**

NAME. The name of this organization shall be the Molalla Arts Commission.

PURPOSES OF THE MOLALLA ARTS COMMISSION

The mission of the Molalla Arts Commission is to encourage greater opportunities for recognition of arts and the artists in the greater Molalla area.

The vision of the Molalla Arts Commission is to facilitate Molalla becoming an economically sound, aesthetically pleasing tourist destination, publicly perceived as an accessible and welcoming artisan center.

It is the function of the Molalla Arts Commission to act in coordinating, advising, promoting and encouraging all activities that contribute to the appreciation and promotion of the arts in the City of Molalla.

DUTIES OF THE COMMISSION

Duties of the Molalla Arts Commission shall be to fulfill the mandate set forth in the enabling ordinance of the Molalla Arts Commission passed by the City of Molalla. In addition, the Molalla Arts Commission shall develop policies and procedures relating to:

- 1) ~~Fundraising~~ Stimulate economic benefit through art in the community.
- 2) Public relations
- 3) Communications with Molalla City Council and City of Molalla
- 4) Programs and projects
- 5) Grants in aid of arts and artists
- 6) Establish guidelines for project committees

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STRUCTURE OF THE COMMISSION

The Molalla Arts Commission is a standing committee of the City of Molalla. The Molalla Arts Commission shall consist of nine commissioner members. Five members of the Commission shall be appointed to serve for a term of three calendar years, and four Commission members be appointed to serve a term of two years. No Commission member can serve more than six consecutive years. The terms of members of the Molalla Arts Commission shall be staggered so that no more than one-third of the members end their tenure each year. New appointments to the Molalla Arts Commission shall be made by the Mayor of the City of Molalla on advisement by the Molalla Arts Commission, or by such rule as established by the Molalla City Council. All Molalla Arts Commission members serve at the will and pleasure of the Molalla City Council.

**GUIDELINES AND POLICIES OF THE  
MOLALLA ARTS COMMISSION  
CITY OF MOLALLA – MOLALLA, OREGON**

ALTERNATE MEMBERS

Two alternate members may be appointed by the Mayor of the City of Molalla on advisement by the Molalla Arts Commission, or by such rule as established by the Molalla City Council to serve with the Molalla Arts Commission. Alternate members will have no voting rights but in all other respects must meet the minimum requirements to retain their appointment to the Molalla Arts Commission. In the event a position is vacated by an Arts Commission member, the Mayor may, at his discretion, appoint an alternate to fill the remainder of the term.

EXECUTIVE OFFICERS

All Executive Officers shall be elected by the voting members of the arts commission. Each Executive Member of the Commission shall serve for ~~one~~ two years and may not serve consecutive terms in the same position. Terms of office of the Executive Members shall begin January 1st of each year following election unless the member is appointed to fill an unexpired term, in which case the Commission member shall serve until the end of the term he or she was appointed to fill.

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Executive Officers of the Molalla Arts Commission shall be a Chairman, Vice Chairman, ~~and~~ Secretary, and Treasurer.

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A. DUTIES OF THE CHAIR

The Chairman shall preside over all meetings of the Molalla Arts Commission. When not in session, Chair's duties often include acting as its spokesperson or representative. The Chair guides and coordinates Commission members in carrying out Molalla Arts Commission activities. The Chair helps to shape meeting agenda.

B. DUTIES OF THE VICE CHAIR

The Vice Chair acts for and assists the Chair; ~~and~~ serves in the Chair's absence; chairs informal meetings of the Molalla Arts Commission, act as Secretary in the Secretary's absence.

C. SECRETARY

The Secretary is in charge of records, correspondence, meeting minutes, agendas and related affairs. The Secretary works closely with designated City liaison, and with other city staff. It is the Secretary's responsibility to have completed minutes and agenda available for review the week prior to official meetings.

D. TREASURER

The Treasurer will be responsible for an accurate accounting of all funds received by and paid from the City Account for the Molalla Arts Commission. The Treasurer will give a financial report at each meeting of the Molalla Arts Commission. Any receipts for

**GUIDELINES AND POLICIES OF THE  
MOLALLA ARTS COMMISSION  
CITY OF MOLALLA – MOLALLA, OREGON**

disbursements made by Molalla Arts Commission members for expenses incurred will be turned in to the Treasurer for collection from the Finance Department and in turn paid to the member.

EXECUTIVE COMMITTEE.

The ~~three~~<sup>four</sup> officers of the Molalla Arts Commission and the outgoing Chairman, acting Ex Officio, shall constitute an Executive Committee. The Executive Committee shall perform such functions as properly determined by the Molalla Arts Commission. The duties of the Executive Committee shall be to act as a steering committee for the Molalla Arts Commission specifically recommending to the Commission appropriate programs and projects.

It shall be the responsibility of the Executive Committee to review the Molalla Arts Commission Guidelines and Policies on an annual basis to modify, amend, or repeal provisions as necessary to ensure conformance to the purpose and function mandated by the City of Molalla. Unless required by unforeseen circumstances, the review shall take place in ~~January~~ the final quarter of each year.

ADVISORY COMMITTEES

The Molalla Arts Commission may engage advisory committees to assist the Molalla Arts Commission in carrying out its purposes. Advisory committees shall be determined and appointed by the Molalla Arts Commission as necessary. Molalla Arts Commission Advisory Committees are appointed after a defined mission has been approved. Advisory Committees must give monthly updates at business meetings of the Molalla Arts Commission. Advisory Committees must bring any decision before the full Molalla Arts Commission that relates to or affects budget, or any decision of the committee that could deviate from the approved mission of the advisory committee.

CITY LIAISON TO THE MOLALLA ARTS COMMISSION

A City Council and staff liaison provides support and guidance to the Commission relating to finances, legal issues and related matters. Liaison representatives attend meetings in a non-voting capacity and serve as a ~~a~~ communication link between the City and the Arts Commission.

THE FISCAL YEAR

The budget year of the Molalla Arts Commission shall run from July 1st to June 30<sup>th</sup> in accordance with the City of Molalla's fiscal year.

FISCAL AGENT

The City of Molalla is the fiscal agent for the Molalla Arts Commission. The Staff Liaison will act as the Molalla Arts Commission advisor between the City of Molalla and the Molalla Arts Commission on all fiscal matters. The Staff Liaison shall be actively involved in the annual

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**GUIDELINES AND POLICIES OF THE  
MOLALLA ARTS COMMISSION  
CITY OF MOLALLA – MOLALLA, OREGON**

budget preparation, audit and shall monitor all financial transactions and provide such information to the Molalla Arts Commission.

**OPERATING BUDGET**

The Executive Committee and Staff Liaison shall be responsible for drafting an operating budget for the Molalla Arts Commission subject to approval by the city manager or council. The City Manager and the Molalla City Council shall have the power to review the budget and make changes before approving the annual operating budget.

**THE MEETINGS OF THE MOLALLA ARTS COMMISSION**

Regular meetings of the Molalla Arts Commission shall be held at such times and places as are determined by the Commission. Commission members shall receive notice of said meetings through such means, including electronic media, as fulfill the notification requirement.

**A. SPECIAL MEETINGS**

Special meetings of the Molalla Arts Commission may be called at any time at the discretion of the Chair.

**B. NOTICE OF COMMISSION MEETINGS**

Notice of all regular and special Commission meetings shall be as given to the public in compliance with the applicable statutes of the State of Oregon, and notice of special meetings shall be given to each Commission member either in writing, by telephone, or by electronic media at least 24 hours prior to the meeting time.

**C. QUORUM AND VOTE**

A quorum of the appointed Molalla Arts Commission is required in order to transact business or take official action. A quorum consists of a majority of the commission members in attendance, but no less than five (5).

**D. ORDER OF BUSINESS**

Business at both regular and special meetings of the Molalla Arts Commission shall be conducted according to Robert's Rules of Order. Any member may introduce any business not included in the scheduled agenda at the discretion of the Chair. Any two members of the commission may place an item on the commission's next meeting agenda.

**E. ACTION WITHOUT A MEETING**

**GUIDELINES AND POLICIES OF THE  
MOLALLA ARTS COMMISSION  
CITY OF MOLALLA – MOLALLA, OREGON**

All decisions, recommendations and actions of the Molalla Arts Commission must be taken at a public meeting, duly noticed, within the jurisdiction of the City of Molalla, or as otherwise prescribed by the Open Meetings Law.

**APPOINTMENT/TERM OF OFFICERS OF THE MOLALLA ARTS COMMISSION**

In November of each year the Molalla Arts Commission shall submit a proposed slate of officers to the Staff Liaison. Elections shall be held at the December meeting of the Commission each year, and officers shall assume office on the following January 1st.

**EXECUTIVE OFFICER VACANCIES**

Vacancies in the position of Chair, Vice Chair, or Secretary, regardless of cause, shall be filled by majority vote of the remaining members of the Molalla Arts Commission, and those elected to fill such positions shall hold office until the expiration of the term they were elected to fill.

Members filling an unexpired Executive Officer term of less than six months may be eligible for re-election.

**VACANCIES ON THE COMMISSION**

Vacancies in any capacity of the Molalla Arts Commission shall be filled by the appropriate appointing authority, and those so appointed shall hold office until such position would normally terminate.

**REMOVAL AND RESIGNATION OF A COMMISSION MEMBER**

The Molalla Arts Commission may recommend to the appointing authority that any individual commissioner and/or alternate member be removed for sufficient cause. Two unexcused absences or three consecutive excused absences by a commission member from regularly scheduled meetings can be construed as sufficient cause. Sufficient cause can also include:

- actions or activities by an individual member that jeopardizes the overall success of the Commission at anytime, or
- failure to participate or perform as may be required to fulfill the duties and responsibilities of a commission member.

Any member of the commission may submit his or her resignation in writing to be effective at the time designated and, if not designated, at such time as a written resignation is received by the Molalla Arts Commission.

**AMENDMENTS**

**GUIDELINES AND POLICIES OF THE  
MOLALLA ARTS COMMISSION  
CITY OF MOLALLA – MOLALLA, OREGON**

These Guidelines and Policies may be altered, amended or repealed upon thirty days' notice at any meeting of the Molalla Arts Commission by a vote of at least two-thirds of all the incumbent Commission members with the final approval of all revisions to be made by the Molalla City Council.

Approved and adopted by the Molalla Arts Commission on March 14, 2011.

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Staff Liaison

# City Of Molalla

## City Council Meeting

### Agenda Category: New Business

**Subject:** Property Tax Exemption

**Recommendation:** *Council to discuss and decide to approve/deny exemption.*

**Date of Meeting to be Presented:** October 26, 2011

**Fiscal Impact:** \$7,566.30 for 2011

**Background:** (Type a brief detailed summary of the item to be presented.)  
On May 23, 2001 the Molalla City Council voted to approve the Molalla Buckeroo Property Tax exemption. (See letter and minutes attached)

On October 14, 2011 the attached for Property Tax Exemption letter and application from Clackamas County Assessment & Taxation was received by the City Recorder.

The Application for Real and Personal Property Tax Exemption has to be re-applied for every 10 years. In order for the exemption to take place, the governing body must vote to approve or deny the application.

SUBMITTED BY: Sadie Cramer, City Recorder

APPROVED BY: Ellen Barnes, City Manager

**Agenda Item**

6.C



RECEIVED

OCT 14 2011

- 2011 - Shore Cramer

BOB VROMAN  
COUNTY ASSESSOR

DEPARTMENT OF ASSESSMENT AND TAXATION

DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

DATE: September 14, 2011

TO: City of Molalla

FROM: Amanda Olsen, Exemption Specialist *AO*

SUBJECT: Property Tax Exemption – Molalla Buckeroo Association Inc  
Assessor's Map #52E09 00400 and 00402

On September 12, 2011 an late Application for Real and Personal Property Tax Exemption was filed with this office pursuant to ORS 307.162. The exemption is requested under ORS 307.115, Nonprofit Corporation public parks. The applicant, Molalla Buckeroo Association Inc. Upon dissolution, assets remaining after settling business affairs will be distributed to the State of Oregon for public parks or recreation.

As required under ORS 307.115, we are forwarding the Application to you, with our recommendation that the exemption be approved. Molalla Buckeroo Association Inc has previously received an exemption under ORS 307.115 as a public park. This application is a renewal of that exemption.

If you have any questions, please call me at extension 7631.

AO/p

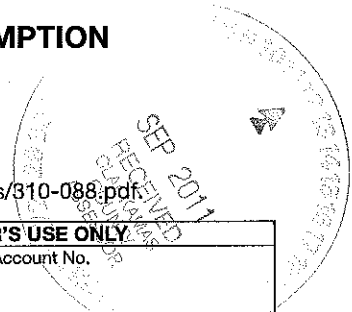
Enclosure



# APPLICATION FOR REAL AND PERSONAL PROPERTY TAX EXEMPTION

For Property Owned by Specific Institutions and Organizations  
[Oregon Revised Statute (ORS) 307.162]

- File this form with the **county assessor** on or before April 1.
- See ORS 307.162 and OAR 150-307.162 on the back of this form.
- This form is available online on the Department of Revenue's website at: [www.oregon.gov/DOR/PTD/docs/310-088.pdf](http://www.oregon.gov/DOR/PTD/docs/310-088.pdf)



Name of Organization <b>Molalla Buckeroo Association, Inc.</b>		<b>FOR ASSESSOR'S USE ONLY</b>	
Mailing Address <b>PO Box 601</b>		Date Received	Account No.
Telephone Number <b>(503) 829-8388</b>		<input type="checkbox"/> Approved <input type="checkbox"/> Denied By _____	Late Filing Fee \$ _____
City <b>Molalla</b>	State <b>OR</b>		ZIP Code <b>97038</b>
E-mail <b>mba@molalabuckeroo.com</b>		Exemption applies to tax year 20 _____ - _____	Lease Expiration Date

A property tax exemption is requested under the following Oregon Revised Statute (mark **one** box):

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> 307.115 Nonprofit corporation public parks*   | <input type="checkbox"/> 307.145 Child care facilities, schools, student housing* |
| <input type="checkbox"/> 307.118 Wastewater and sewage treatment facilities*  | <input type="checkbox"/> 307.147 Senior services centers*                         |
| <input type="checkbox"/> 307.130 Literary, benevolent, charitable, scientific institutions, volunteer fire departments* | <input type="checkbox"/> 307.150 Burial grounds, cemeteries, crematory            |
| <input type="checkbox"/> 307.136 Fraternal organizations*   | <input type="checkbox"/> 307.160 Public libraries*                                |
| <input type="checkbox"/> 307.140 Religious organizations*   | <input type="checkbox"/> 307.580 Industry apprenticeship or training trust*       |
|   | <input type="checkbox"/> 307.818 Public beach access*                             |
|   | <input type="checkbox"/> Other (provide ORS number)* _____                        |

\*You must attach current copies of your organization's Articles of Incorporation, By-Laws, and a federal letter recognizing you as a section 501(c) organization.

### PROPERTY DESCRIPTION

Account Number (as shown on owner's property tax statement)  
**01093756, 01093765 (tax lot 00400 and 00402)**

Physical Address (street address, city)  
**815 Shirley Street, Molalla**

List all real property for which an exemption is claimed, is personal property, owned by the organization, at location also being claimed?  Yes  No  
**23.85 ac. 2 restroom bldgs, ticket office/clubhouse, covered grandstands**

**PROPERTY USE**

If you change the stated use of the property to a use that would not qualify for exemption, you must notify the county assessor of this change to a taxable use within 30 days of the change in use.

Describe the purpose of this organization: **to foster an appreciation by the public of professional rodeo skills by producing and presenting an annual rodeo in Molalla, OR**

Describe how you will use the property, e.g., church services, offices, classrooms, student housing, etc.: **to host an annual rodeo and implementing the city of Molalla's comprehensive plan and parks and recreation plan.**

Does the property include a parking area?  Yes  No    What is the fee for using the parking area? \$ **0**

Is any portion of the property you lease used by others?  Yes  No    If yes, what is the square footage of the area used by others \_\_\_\_\_

If yes, explain and identify the area that is used by others. \_\_\_\_\_

### LATE FEE

A form filed after April 1 preceding the tax year for which exemption is claimed, but on or before December 31 of the tax year **must** be accompanied by a late fee of \$200 or one-tenth of 1 percent of the real market value of the property, whichever is greater; **OR** A form filed on or before April 1 of the tax year for which the exemption is being claimed must be accompanied by a late fee of \$200, only if the claimant can demonstrate good and sufficient cause for not filing timely, is a first-time filer or is a public entity described in ORS 307.090. A late fee is attached:  Yes  No

### DECLARATION

I declare under the penalties for false swearing [ORS 305.990(4)] that I have examined this document (and attachments) and to the best of my knowledge they are true, correct, and complete.

### MUST BE SIGNED BY THE PRESIDENT, PROPER OFFICER, HEAD OFFICIAL, OR AUTHORIZED DELEGATE OF THE ORGANIZATION

Name (please print or type) <b>Michelle Mills</b>	Title <b>President</b>	Telephone Number <b>(503) 313-0172</b>	Signature <b>x Michelle Mills</b>	Date <b>9-8-11</b>
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**Sadie Cramer**

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**From:** Olsen, Amanda [amandaols@co.clackamas.or.us]  
**Sent:** Tuesday, October 18, 2011 4:34 PM  
**To:** cityrecorder@molalla.net  
**Subject:** Molalla Buckeroo Assn

Good Afternoon,

I have the information that you have requested,

Account: 01093756  
Assessed Value (Tax Value): 1,066,383  
Real Market Value: 1,319,782

This is the cities portion of the total tax: \$6,127.53

Account: 01093765  
Assessed Value (Tax Value): 250,396  
Real Market Value: 309,897

This is the cities portion of the total tax: \$1,438.77

If you need any additional information you can contact me via email or by phone.

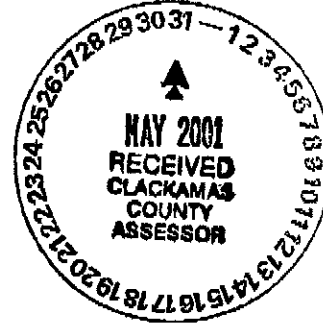
Thank you,

*Amanda Olsen  
Assessment & Taxation Exemption Specialist  
Clackamas County Assessor  
503.655.8671 ext 7631  
[Amandaols@co.clackamas.or.us](mailto:Amandaols@co.clackamas.or.us)*

*In keeping with the County's sustainability goals, the County Assessor and Tax Collector's office will be open from Monday - Thursday 7am to 6pm, and will be closed on Friday's.*

# City of Molalla

May 29, 2001



Clackamas Co. Assessment & Taxation  
Linda Dunn, Assessment Specialist  
168 Warner Milne Road  
Oregon City OR 97043-4098

01093756  
01093765

Dear Ms. Dunn:

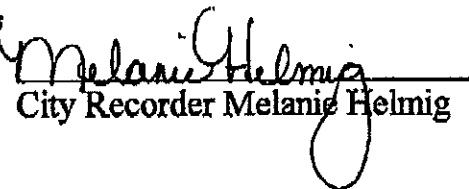
On May 23, 2001 the Molalla City Council (the Governing Body of the City of Molalla) voted (6-0) to approve the Molalla Buckeroo Association's property tax exemption request for 815 Shirley Street; legal description of Assessor's Map #52E-09, Tax Lots 00400 & 00402.

The Governing Body at above-mentioned meeting considered the benefits to the general welfare of granting the proposed exemption... against the potential loss in revenue which may result from granting the application".

A copy of this approval request for tax exemption will be given to the Molalla Buckeroo Association.

  
Mayor Mac Sumner

Since 1913

  
City Recorder Melanie Helmig

JUN 01 2001

P.O. Box 248, Molalla, Oregon 97038  
Telephone 503-829-6855 • FAX No. 503-829-3676  
E-Mail: city@molalla.net

CITY COUNCIL MEETING  
MAY 23, 2001

COUNCIL ATTENDANCE: Mayor Sumner, P; Councilor Clarke, P; Councilor Foster, P; Councilor Jorgensen, A; Councilor Lefever, P; Councilor Mackie, P; Councilor McElhaney, P.

STAFF: City Manager Green, P; DPW Madison, P; City Recorder Helmig, P; Police Chief Elkins, A; Adult Center Dir. Burge, A; Librarian Collver, A; City Attorney Rastetter, P.

FLAG CEREMONY performed by Girl Scouts Troop # 2991.

MINUTES: Councilor Clarke moved to approve the minutes of the May 9, 2001 meeting as submitted. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye; Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye.

#### COMMUNICATIONS

#### WRITTEN

#### GRANT STATUS REPORT

City Manager Green gave a grant status update, he spoke of the portable bleachers grant that the city received. He also advised of possible tennis courts grant; updated on the Summer Recreation Program. He advised that 5/24/01 is the bid awards for Toliver Road.

#### VERBAL

#### PAT JONES LEAVING MOLALLA PIONEER

Pat Jones advised that her last day at the Pioneer will be tomorrow on May 24, 2001. Mayor Sumner advised she will be greatly missed.

#### AWARDS & RECOGNITIONS

#### BILL CLARK—AWARD RECOGNITION (HEARTS & HANDS)

Mayor Sumner advised that Bill Clark received an award from Hearts & Hands Clackamas Volunteer Connections and he read the award aloud.

#### PUBLIC HEARINGS

#### 2001/2001 CITY OF MOLALLA BUDGET & STATE SHARED REVENUES DISCUSSION

Mayor Sumner opened the public hearing.

There were no opponents. There were no proponents.

City Manager Green explained that the first budget meeting was April 19, 2001 and that it went smoothly. He further advised that the committee requested some minor changes and that these have been corrected as presented in the copy of the budget presented at this meeting. He asked that the Council approve the budget as recommended. He further advised of the possible uses of state shared revenues and how the city may use them.

Mayor Sumner closed the public hearing.

There was Council consensus to skip to the Ordinances and Resolutions in order to adopt the City Budget, and Levy Taxes, and Make Appropriations.

#### CONTINUING BUSINESS

None.

#### NEW BUSINESS

##### BUCKEROO ASSOCIATION REQUEST—TAX EXEMPTION REQUEST

City Attorney Rastetter explained the tax exemption request. He advised the county states the governing body of the city may grant this tax exemption status. He advised that this was not previously requested.

City Manager Green and DPW Madison advised that the overall fiscal impact this would have to different entities via property tax.

Councilor Foster moved to allow the tax exemption request. Councilor Lefever seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

##### PARK USE REQUEST—STIGLBAUER FAMILY EVENT

Councilor Clarke moved to approve the request. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

##### PARK USE REQUEST—AGLOW LIGHTHOUSE

Ronda Stone was present to explain that this is a christian women's organization and would like to have an event at the park and have a nice fellowship time.

Councilor Lefever moved to approve the request. Councilor Mackie seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

##### PARK USE—FLORAGON COMPANY PICNIC

Councilor Foster moved to approve the request. Councilor Clarke seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

## ORDINANCES & RESOLUTIONS

### ORDINANCE 2001-05 CERTIFYING ELECTION TO RECEIVE STATE SHARED REVENUES

Councilor Clarke moved to read by title only and dispense of the second reading. Councilor Foster seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

Councilor Lefever moved to adopt Ordinance 2001-05 as presented. Councilor Foster seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

### RESOLUTION 2001-11 CERTIFYING ELIGIBILITY TO RECEIVE STATE SHARED REVENUES

Councilor McElhaney moved to adopt the resolution as presented. Councilor Lefever seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

### RESOLUTION 2001-12 ADOPTION OF THE 2001/2002 BUDGET, LEVY TAXES & MAKE APPROPRIATIONS

Councilor Lefever moved to adopt the resolution as presented. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

## PROCLAMATIONS

None.

## AUTHORIZATION OF EXPENDITURES OVER \$500

### TOLIVER ROAD IMPROVEMENTS

Pulled from the agenda.

## PAY BILLS

Councilor Clarke moved to pay the bills. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

## REPORTS & ANNOUNCEMENTS

DPW Madison advised that Hwy 211 is scheduled to be paved and striped soon. He also advised that the Toliver Road bids will be done tomorrow. He also gave an update on the Clark Park restroom/concession stands.

City Manager Green advised that public works has been working hard in Clark Park and in particular the trees, which will make the park safer now. He also advised that the city has applied for a playground equipment grant, which is hoped to be received.

Councilor Foster advised that public works should be commended on a job well done for their hard work in the parks this year. He also advised that June 2 and 3 the American Cancer Society will have a walk a thon, which will be at Heckerd Field and invited everyone to attend. He advised that the School District is charging the Cancer Society for using the facility.

Councilor Lefever commended City Manager Green on a great performance this year (yearly evaluation).

Councilor Mackie advised that the Festival of Arts was a success this year.

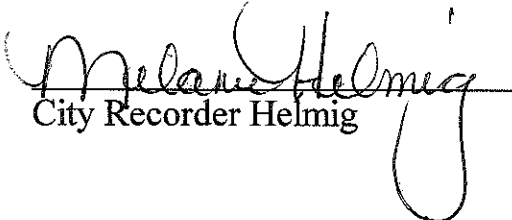
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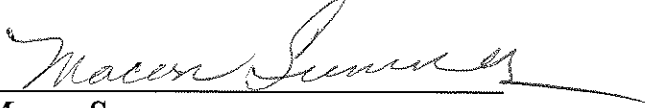
Mayor Sumner thanked everyone for their patience during the road projects. He also commended the staff on the work on the budget.

## EXECUTIVE SESSION

## ADJOURNMENT

Councilor Lefever moved to adjourn the meeting. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye; Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye.

  
City Recorder Helmig

  
Mayor Sumner

## REPORTS & ANNOUNCEMENTS

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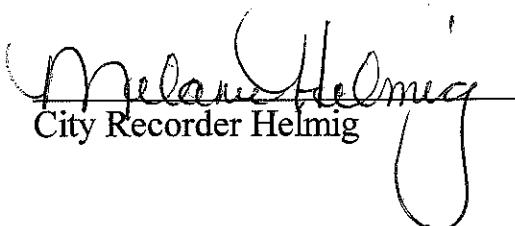
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## EXECUTIVE SESSION

## ADJOURNMENT

Councilor Lefever moved to adjourn the meeting. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye; Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye.

  
City Recorder Helmig

  
Mayor Sumner



Councilor Foster moved to approve the request. Councilor Clarke seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

#### ORDINANCES & RESOLUTIONS

##### ORDINANCE 2001-05 CERTIFYING ELECTION TO RECEIVE STATE SHARED REVENUES

Councilor Clarke moved to read by title only and dispense of the second reading. Councilor Foster seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

Councilor Lefever moved to adopt Ordinance 2001-05 as presented. Councilor Foster seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

##### RESOLUTION 2001-11 CERTIFYING ELIGIBILITY TO RECEIVE STATE SHARED REVENUES

Councilor McElhaney moved to adopt the resolution as presented. Councilor Lefever seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

##### RESOLUTION 2001-12 ADOPTION OF THE 2001/2002 BUDGET, LEVY TAXES & MAKE APPROPRIATIONS

Councilor Lefever moved to adopt the resolution as presented. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

#### PROCLAMATIONS

None.

#### AUTHORIZATION OF EXPENDITURES OVER \$500

##### TOLIVER ROAD IMPROVEMENTS

Pulled from the agenda.

#### PAY BILLS

Councilor Clarke moved to pay the bills. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

There were no opponents. There were no proponents.

City Manager Green explained that the first budget meeting was April 19, 2001 and that it went smoothly. He further advised that the committee requested some minor changes and that these have been corrected as presented in the copy of the budget presented at this meeting. He asked that the Council approve the budget as recommended. He further advised of the possible uses of state shared revenues and how the city may use them.

Mayor Sumner closed the public hearing.

There was Council consensus to skip to the Ordinances and Resolutions in order to adopt the City Budget, and Levy Taxes, and Make Appropriations.

#### CONTINUING BUSINESS

None.

#### NEW BUSINESS

#### BUCKEROO ASSOCIATION REQUEST—TAX EXEMPTION REQUEST

City Attorney Rastetter explained the tax exemption request. He advised the county states the governing body of the city may grant this tax exemption status. He advised that this was not previously requested.

City Manager Green and DPW Madison advised that the overall fiscal impact this would have to different entities via property tax.

Councilor Foster moved to allow the tax exemption request. Councilor Lefever seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

#### PARK USE REQUEST—STIGLBAUER FAMILY EVENT

Councilor Clarke moved to approve the request. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

#### PARK USE REQUEST—AGLOW LIGHTHOUSE

Ronda Stone was present to explain that this is a christian women's organization and would like to have an event at the park and have a nice fellowship time.

Councilor Lefever moved to approve the request. Councilor Mackie seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye

#### PARK USE—FLORAGON COMPANY PICNIC

CITY COUNCIL MEETING  
MAY 23, 2001

COUNCIL ATTENDANCE: Mayor Sumner, P; Councilor Clarke, P; Councilor Foster, P; Councilor Jorgensen, A; Councilor Lefever, P; Councilor Mackie, P; Councilor McElhaney, P.

STAFF: City Manager Green, P; DPW Madison, P; City Recorder Helmig, P; Police Chief Elkins, A; Adult Center Dir. Burge, A; Librarian Collver, A; City Attorney Rastetter, P.

FLAG CEREMONY performed by Girl Scouts Troop # 2991.

MINUTES: Councilor Clarke moved to approve the minutes of the May 9, 2001 meeting as submitted. Councilor McElhaney seconded. Motion carried (6-0). Mayor Sumner, aye Councilor Clarke, aye; Councilor Foster, aye; Councilor Lefever, aye; Councilor Mackie, aye; Councilor McElhaney, aye.

#### COMMUNICATIONS

##### WRITTEN

##### GRANT STATUS REPORT

City Manager Green gave a grant status update, he spoke of the portable bleachers grant that the city received. He also advised of possible tennis courts grant; updated on the Summer Recreation Program. He advised that 5/24/01 is the bid awards for Toliver Road.

##### VERBAL

##### PAT JONES LEAVING MOLALLA PIONEER

Pat Jones advised that her last day at the Pioneer will be tomorrow on May 24, 2001. Mayor Sumner advised she will be greatly missed.

##### AWARDS & RECOGNITIONS

##### BILL CLARK—AWARD RECOGNITION (HEARTS & HANDS)

Mayor Sumner advised that Bill Clark received an award from Hearts & Hands Clackamas Volunteer Connections and he read the award aloud.

##### PUBLIC HEARINGS

##### 2001/2001 CITY OF MOLALLA BUDGET & STATE SHARED REVENUES DISCUSSION

Mayor Sumner opened the public hearing.

# City Of Molalla

## City Council Meeting

### Agenda Category: Ordinances

**Subject:** An Ordinance Relating to Moving of Buildings Over City Rights-of-Way

**Recommendation:** Adopt Ordinance by Motion (2<sup>nd</sup> Reading)

**Date of Meeting to be Presented:** Oct. 26, 2011

**Fiscal Impact:** NA

**Background:** (Type a brief detailed summary of the item to be presented.)  
This ordinance was approved by the Council on first reading by title only on Oct. 12, 2011. It now returns to the Council for second reading by title only and adoption

SUBMITTED BY: Ellen Barnes, City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

**Agenda Item**

**7.A.**

City Recorder Use Only

**CITY OF MOLALLA, OREGON  
ORDINANCE NO. 2011-08**

**AN ORDINANCE RELATING TO THE MOVING OF EXISTING BUILDINGS  
OVER CITY RIGHTS-OF-WAY**

**WHEREAS**, the City is responsible for maintaining the structural integrity of its rights-of-way and the use thereof by the City, public and private utilities, and citizens; and

**WHEREAS**, the City Council believes that the unregulated moving of relocated buildings over the City's rights-of-way significantly and adversely impacts those public improvements as well as the quality of life for the City's citizens and believes a regulatory scheme with permitting requirements designed to ensure that the relocation of structures using City streets is done appropriately and with an eye to the promotion of the health, safety and welfare of Molalla's citizens;

**NOW THEREFORE**, based on the foregoing, the City of Molalla ordains as follows:

Section 1. A new Chapter (Chapter 15.09 Moving of Buildings) is to be added to the City's codified Municipal Code which will read as set out below.

**15.09.005 Definitions.**

As used in this Chapter, the following words have the meaning set out below:

- (1) "Building" means an existing structure removed from its foundation which is used or intended for sheltering any use or occupancy.
- (2) "Building permits" include all permits necessary to make a building capable of being legally used or occupied. The permits include those required for work subject to the State Building Code (as that term is defined at ORS 455.010) including but not limited to all specialty codes including structural, plumbing, electrical, dwelling, heating and ventilating. In addition, the term includes permits necessary for sewer, water and erosion control.
- (3) "City" means the City of Molalla.
- (4) "Manager" means the City Manager for the City of Molalla or his/her designate.
- (5) "Occupancy" is the purpose for which a building or part thereof is used or intended to be used.
- (6) "Owner" is any person, agent, firm or corporation having a legal or equitable interest in property or a building.
- (7) "Person" includes any individual, firm, association or corporation of any kind or nature capable of owning real or personal property.
- (8) "Right-of-way" is that area between property lines comprising a street, alley, pedestrian walkway, bike path, easement or other area essentially unobstructed from the ground to the sky deeded, dedicated or otherwise permanently appropriated for public use and having a width of not less than ten feet (10').
- (9) "Structure Moving Permit" or "SMP" is that permit issued by the City for the transport of a building over City rights-of-way.

**15.09.010 Permit Required**

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MOLALLA ORDINANCE No. 245

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It is unlawful for any person to move any building over any City right-of-way or to occupy any portion thereof without first obtaining a structure moving permit (SMP). A separate SMP shall be required for each building proposed to be moved.

**15.09.015 Application; Fee Deposit.**

- (1) Application for a structure moving permit shall be on a form approved by the City, signed by the building's owner or authorized agent and shall include (at a minimum) information on the following:
  - a. Applicant's name, address and telephone number;
  - b. The Assessor's tax map and lot number upon which the building is currently located (if within the City limits);
  - c. The size (square footage) of the building proposed to be moved;
  - d. The building's occupancy group and/or rating;
  - e. The proposed use of the building at the new location in the City;
  - f. The Assessor's tax map and lot number to which the building is proposed to be moved, that property's zoning and ownership (both legal and equitable) if within City limits;
  - g. The route proposed to be taken during the move;
  - h. The length of time required for moving the building;
  - i. Whether building permits have been applied for, approved and obtained; and
  - j. The name and address of the owner of the building if different than the applicant.
  - k. The name and address of the property owner if different that the applicant.
- (2) Each application shall be accompanied by an application fee which shall be nonrefundable and is in addition to the financial guarantee, insurance requirements and deposit referenced herein. The amount of the application fee shall be established by the Council in a separate resolution.

**15.09.020 Application Review; Insurance Requirements; Financial Guarantee; Approval.**

- (1) The City Manager or designate shall review the application and verify, if appropriate, that all relevant building permits have been obtained, that the zoning at the proposed relocation site allows for the building's proposed use and that all appropriate fees have been paid. Thereafter, the Manager shall, in consultation with the Public Works Director determine whether the route proposed by the Applicant is satisfactory and if not, will inform Applicant. The Applicant shall then provide an alternative route for review by the City Manager.
- (2) No structure moving permit may be issued until the Applicant has filed with the City a policy or certificate of insurance naming the City, its Councilors, officers, agents, and employees as additional named insureds in a minimum amount of \$500,000 for injury to one person, \$1,000,000 for personal injuries from one accident and at least \$50,000 for property damage. Any insurance shall also contain a provision that it is not cancelable during the term of the permit.
- (3) No structure moving permit shall be issued until Applicant has deposited with the City a financial guarantee (in a form approved of by the City) in a sum sufficient to cover the City's cost of preparing for the building move and for the repairs, restoration or replacement of the City's rights-of-way or the improvements located therein or adjacent thereto arising from the

moving operation. If the cost exceeds the amount reflected in the financial guarantee, the Applicant shall promptly provide the additional monies to the City.

- (4) Provided the Manager is satisfied that the zoning of the proposed site for the building's location allows for its use or occupancy there and that evidence of all appropriate permit fees, insurance, financial guarantees, building permits and moving route have been either obtained or approved, the Manager is authorized to issue the structure moving permit to Applicant. The permit shall reference the regulations set out below and may include other conditions deemed by the Manager to be reasonable and necessary for the protection of the City's right-of-way and other facilities (regardless of ownership) that may be impacted by the building's movement along the rights-of-way. The Manager shall keep a copy of the permit issued along with evidence that the other necessary requirements have been obtained or provided to the City.

#### **15.09.025 Regulations.**

- (1) The moving of a building or structure shall be a continuous day-by-day operation occurring only during the hours specified by the City in the moving permit.
- (2) The move shall continue until complete so as to ensure the least possible obstruction to City rights-of-way and other users thereof.
- (3) It is unlawful to move a building or structure under a permit and leave said building (or any portion thereof) stationary in the right-of-way for a period in excess of two (2) hours during the hours specified in the moving permit unless an emergency exists by reason of unforeseen difficulties encountered in cutting wires, trees, or removing obstructions in the course of the route selected.
- (4) All movement in the right-of-way must be completed within an elapsed time of twelve (12) hours unless application is made for a longer period of time and permission specifically is granted by the Manager prior to the commencement of the move. In the event unforeseen difficulties are encountered and an extension of time is necessitated thereby, the Manager may extend the 12-hour requirement by the additional time he/she believes necessary.
- (5) Lights and other warning devices sufficient to warn and protect traffic shall be displayed in conspicuous places at or on a building being moved during the hours in which street lights are lighted. Additional warning devices may be required if the Manager finds those displayed by the permittee to be insufficient.

#### **15.09.030 Removal or Replacement of Overhead Wires in Moving Operation.**

- (1) When overhead wires or other aerial facilities in any right-of-way designated in a permit for moving a building or structure might interfere with the moving operation, Applicant shall give the owner of the wire or other aerial facility a minimum of ninety-six (96) hours written notice that he/she desires to have the aerial facility/wire temporarily removed or rearranged so as to accommodate the building's move. Applicant must provide the City with proof facilities' owners have been notified.

- (2) Applicant shall either pay or tender to the owner of the aerial facility or wire the amount estimated by the owner to be necessary to remove, rearrange and/or replace the same.
- (3) When the City owns the facility, the cost of temporary removal and replacement shall be included in the deposit prerequisite to permit, as provided in this Chapter.
- (4) If Applicant disputes the amount demanded by the owner as the advance or tender, the amount shall be determined by the Manager. Applicant shall pay the actual expense of removing and replacing the wire, and as soon as the actual expense can be determined, Applicant shall immediately pay any deficit and the owner shall refund any surplus. Upon receipt or tender of the amount estimated or the amount fixed by the Manager in case of dispute, the owner of the wire shall remove it in time to permit the passage of the building or structure without unnecessary delay.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Approved.

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Mike Clarke

ATTEST this \_\_\_\_ day of \_\_\_\_\_ 2010.

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Sadie Cramer  
City Recorder



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MOLALLA ORDINANCE No. 245

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# City Of Molalla

## City Council Meeting

### Agenda Category: Ordinances

**Subject:** An ordinance amending the council rules related to council membership on city boards, commissions, and committees

**Recommendation:** Approve Ordinance

**Date of Meeting to be Presented:** Oct.26, 2011

**Fiscal Impact:** NA

**Background:** (Type a brief detailed summary of the item to be presented.)  
During the City Council meeting on October 19, 2011, Council directed staff to draft an ordinance that would restrict the ability for council members to serve on a city board or commission or committee until a minimum of one (1) year has passed from the time the individual left service as a city council member. This provision does not apply to council membership on the City Library Board (as provided for in Chapter 2.05.010 of the City Code) or to Council liaison appointments.

SUBMITTED BY: Ellen Barnes, City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

**Agenda Item**

7 . B

City Recorder Use Only

City of Molalla

ORDINANCE NO. 2011-09

AN ORDINANCE AMENDING THE COUNCIL RULES RELATING TO BOARDS AND COMMISSIONS

The City of Molalla Ordains as Follows:

Section 1. Section 1.02.220 paragraph C. Membership by Former City Councilors is added to the City's codified Municipal Code as follows:

- C. Notwithstanding any other provision of the Molalla Municipal Code relating to boards and commissions, no former member of the City of Molalla City Council may serve on a board, commission or committee established by city ordinance, either as a voting or nonvoting member, until a minimum of one (1) year has elapsed from the person's separation from membership of the City Council.

Adopted this 26<sup>th</sup> day of October, 2011.

Approved:

\_\_\_\_\_  
Mike Clarke, Mayor

ATTEST this \_\_\_\_ day of \_\_\_\_\_ 2011.

\_\_\_\_\_  
Sadie Cramer, City Recorder

# City Of Molalla

## City Council Meeting

### Agenda Category: Ordinance

**Subject:** Molalla Arts Commission – Term Limits

**Recommendation:** *Council to Approve Amendment*

**Date of Meeting to be Presented:** October 26, 2011

**Fiscal Impact:** \$0

**Background:**

Item corresponds with the Molalla Arts Commissions Guidelines and Procedures previously discussed.

This item was agreed upon MAC because they felt that one year now is too short of a time frame. 2 years would allow for the chair to execute major longer time-lined projects that are started with the group allowing a new chair to enter with most major projects completed so they can start anew. This change will need to be voted on by Council since it will change Ordinance 2009-04. *Consideration will come before council this evening as a separate item.*

SUBMITTED BY: Sadie Cramer, City Recorder

APPROVED BY: Ellen Barnes, City Manager

**Agenda Item**

7.C

City of Molalla

ORDINANCE No. 2011-10

An Ordinance Amending the Molalla Municipal Code  
Relating to the Arts Commission

The City of Molalla Ordains as follows:

**Section 1.** Section 2.17.010 (Commission Established) is amended to read:

**2.17.010 Commission Established**

- (c) The members of the Commission shall elect from among their members a Chairman, A Vice-Chairman, a Secretary and a Treasurer, such officers to serve for two (2) year terms.

Read by title only for the first time and approved by the City Council, City of Molalla, Oregon, at its meeting, on the 26<sup>th</sup> day of October, 2011.

Approved:

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Mike Clarke, Mayor

Attest this 26<sup>th</sup> day of October, 2011

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Sadie Cramer, City Recorder

# City Of Molalla

## City Council Meeting

### Agenda Category: Resolutions

**Subject:** A Resolution Establishing a Structure Moving Permit Fee

**Recommendation:** Approve Resolution

**Date of Meeting to be Presented:** Oct. 26, 2011

**Fiscal Impact:** NA

**Background:** (Type a brief detailed summary of the item to be presented.)  
This resolution implements Ordinance No. 2011-08, relating to moving of buildings over city rights-of-way.

SUBMITTED BY: Ellen Barnes., City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

**Agenda Item**

**8.A.**

City Recorder Use Only

City of Molalla

**RESOLUTION NO. 2011-15**

**A RESOLUTION ADOPTING A STRUCTURE MOVING PERMIT FEE**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MOLALLA, OREGON, as follows:**

1. The fee for issuing a Structure Moving Permit is \$100.
2. This resolution shall take effect upon adoption.

ADOPTED by the City Council this 12<sup>th</sup> day of October, 2011.

APPROVED by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2011.

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Mike Clarke, Mayor

ATTEST

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Sadie Cramer, City Recorder