CITY OF MOLALLA
PLANNING COMMISSION MEETING
AGENDA

Council Chambers | Molalla Civic Center - 315 Kennel Avenue – Molalla, OR
Wednesday | March 5, 2025 | 6:30 PM

NOTICE: Planning Commission will hold this meeting in-person and through video Live-Streaming on the City's Facebook Page and YouTube Channel. Written comments may be delivered to City Hall or emailed to communityplanner@cityofmolalla.com. Submissions must be received by 12:00 p.m. the day of the meeting.

Commission Chair Doug Eaglebear
Commissioner Clint Ancell
Commissioner David Potts
Commission Vice-Chair Connie Sharp
Commissioner Martin Ornelas
Commissioner Brady Rickey

This institution is an equal opportunity employer.

1. CALL TO ORDER AND FLAG SALUTE

2. ROLL CALL

3. PRESENTATIONS, PROCLAMATIONS, CEREMONIES

4. CONSENT AGENDA

A. Planning Commission Meeting minutes – February 5, 2025

5. PUBLIC COMMENT & WRITTEN COMMUNICATIONS

Citizens are allowed up to 3 minutes to present information relevant to the city but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the support staff. The Planning Commission does not generally engage in dialog with those making comments but may refer the issue to the Community Development Director. Complaints shall first be addressed at the department level prior to addressing the Planning Commission.

6. PUBLIC HEARINGS

A. SDR01-2024 – 721 W Main St - New 5,888 Office and Warehouse Building For Pool and Spa Covers Business. (Zinder)

7. GENERAL BUSINESS

A. Housing Production Strategies *DISCUSSION* (3J Consulting/Zinder)
B. Parkland Dedication or fee in lieu *DISCUSSION* (Viveiros/Zinder)

8. STAFF COMMUNICATION

9. COMMISSION COMMUNICATION

10. ADJOURN

Agenda posted at City Hall, Library, and the City Website at http://www.cityofmolalla.com/meetings.This meeting location is wheelchair accessible. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the Community Development Office at 503-759-0243.

City of Molalla
Planning Commission - Regular Meeting Minutes
February 05, 2025
Molalla Civic Center | 315 Kennel Ave. | Molalla, OR

CALL TO ORDER
The Molalla Planning Commission Meeting of February 05, 2025 was called to order by Chairman Doug Eaglebear at 6:38 pm.

COMISSIONER ATTENDANCE
Present: Commission Chair Doug Eaglebear, Commissioner Connie Sharp, Commissioner Clint Ancell, Commissioner Martin Ornelas, Commissioner David Potts, Commissioner Brady Rickey.
Absent: None.

STAFF IN ATTENDANCE
Present: Assistant City Manager, Mac Corthell, Community Development Technician, Jessica Wirth, and Associate Planner, Jamie Viveiros.
Absent: Senior Planner, Dan Zinder, Senior Engineer, Sam Miller, and Engineer, Landon Sheckard.

CONSENT AGENDA
A. Planning Commission Meeting Minutes – January 7, 2025

ACTION:
Commissioner Ancell moved to approve the Consent Agenda for January 7, 2025 Meeting Minutes; Commissioner Potts seconded.

AYES: Sharp, Ancell, Ornelas, Potts, Rickey, Eaglebear. **Motion passed 6-0-0.**
NAYS: None.
ABSENTIONS: None.

GENERAL BUSINESS
A. 2025 Planning Commission Chairman and Vice Chairman Appointments.

ACTION:
Commissioner Sharp nominated Commissioner Eaglebear to be the Planning Commission Chairman; Commissioner Ornelas seconded.

AYES: Ancell, Eaglebear, Potts, Sharp, Ornelas, Rickey. **Motion passes 6-0-0.**
NAYS: None.
ABSENTIONS: None.

ACTION:
Commissioner Sharp nominated Commissioner Ancell to be the Planning Commission Vice Chairman; Commissioner Rickey seconded.

AYES: Sharp, Ornelas, Rickey, Eaglebear, Potts, Rickey. **Motion passed 6-0-0.**
NAYS: None.
ABSENTIONS: None.

B. Efficiency Measures Update/UGB Studies Update.

Senior Planner, Dan Zinder was absent due to illness.
Assistant City Manager, Mac Corthell presented the staff reports. Mr. Corthell summarized that City Staff recommendation is to change ADU's to a type 1 process to make it easier for people. This allows people to utilize their land and lower the administrative burden.

Mr. Corthell stated the other thing we wanted to talk about is the city's rezoning process. Staff has anticipated this will occur as part of the Urban Growth Boundary process in order to correct the urban design to the extent that we can with the underutilized properties.

Mr. Corthell presented the staff report for UGB Studies Update. Exhibit A – Current Comprehensive Zoning Map. Currently if you have land inside the city's urban growth boundary and annex your property in, this map shows what your land will be zoned as. If your land was to get redeveloped, this map shows you what it would need to be redeveloped in accordance to the zoning standard. Exhibit B – Proposed Change Areas, currently industrial lands that are underutilized. Exhibit C - The proposed map shows the City Boundaries and the Urban Growth Boundary with the proposed changes, swapping a few industrial properties to residential, a few industrial properties to commercial, and one that's Comp Plan zoned commercial proposing a swap to residential. Total acreage changes implications on that map; 80.8 unconstrained residential acres added, 22.56 unconstrained commercial acres added, and 103.36 unconstrained industrial acres removed. Exhibit D – Exception Lands, Mr. Corthell explained the 1, and 1.5 mile buffers for study lands that could be brought into the UGB. He then explained that the gray colored chunk on the map is the Urban Growth Boundary, the tan colored chunk of the map are the cities exception lands, where we have to go first when considering adding land to the UGB.
Mr. Corthell stated the idea is to move the industrial land need, rezone as much of the commercial and residential land need as we can inside the current UGB, focusing on moving the industrial area all to the south so there's more of an industrial section of town. Corthell noted the other thing to consider is the constrained lands in the exception lands map are very difficult to develop into industrial because of access and many factors. Corthell mentioned that the wetland overlay in these areas could potentially be zoned to public and semi-public in order to preserve Green Space; they're not buildable but they're very valuable wetlands. In total, Mr. Corthell added, the idea would be to move as much residential lands into the city, as much industrial lands down to the south creating that industrial base with a good buffer of Molalla Forest Road and the natural wetlands between the residential and industrial.

Mr. Corthell read the questions for Planning Commission from the presentation and these were the commissioner's responses.
Commissioner Ancell indicates it's just a step in the right direction for Molalla. Ancell asked if the City of Molalla should adopt a set of plans pre-approved by the state as an option for the applicants on an ADU. Ancell states it makes it easier for the applicant, the set of plans are pre-designed so there's a cost savings there, pre-approved so an administrative cost savings, and it's over the counter. Ancell's only concern about ADU's is parking; he doesn't think the City should enforce parking but rather let them figure out their own situation.

Chairman Eaglebear asked where we stand on the mixed-use options and stated that he is for mixed-use. Eaglebear would like to explore the options of expanding mixed use.

Commissioner Potts questioned subdivisions with rules such as "no ADU's", if State Law trumps that. Commissioner Ancell answered yes, and added that Homeowner's Associations (HOA) regulations have nothing to do with the state and cannot stop anything that the state regulates. Ancell mentioned House Bill 1145, and wants to protect out mixed-use if we're going to expand on it.

Mr. Corthell asked if there were any other properties of interest to consider for rezoning. No properties were mentioned.

Ancell stated he really likes the industrial is going to try to go to one location rather than being scattered around town, especially if there's an access road that could be put into HWY 213.Mr. Corthell agreed with Commissioner Ancell about the access road and that it would benefit the city in more ways because with the way industrial is scattered around town now, you have to beef up all those roads for durability of the use of trucks which is very costly.

Commissioner Sharp asked if the heavy industrial zones changing to residential means houses, or multi-family housing. Mr. Corthell answered that it's a mix based on the results from the Housing Needs Analysis. Ancell added that it's not bad because the residential will be new-build and will all be centrally located as opposed to being scattered around town.

Mr. Corthell asked if there are any areas on the map that should not be rezoned. No properties were mentioned.

Commissioner Ancell stated that he thinks using the exception lands to account for housing lands deficit are a plus, incorporating different lands in the correct direction. Ancell did question if the property to the West (located in the exception lands) is the Airport and doesn't want to see the city go that direction, everybody loves the airport. Ancell then asked for clarity on where the industrial lands and residential lands will be moving to. Corthell asked where they would like to see it and clarified if the current industrial lands noted on Exhibit B, would be changed to mixed-use residential, moving the industrial lands south.

Mr. Corthell brought up one of the questions that may have been missed. "Which areas would be best for considering higher density housing, as required to meet HNA quotas?" Corthell added that this was what Commissioner Sharp was asking and added that mixed-use would be some of all; H1, H2 & H3. Chairman Eaglebear added in that it would make sense to put it in the centralized location on the map because it makes it slightly more walkable, closer to the school and the core. Eaglebear also

added that it's safer because of all the sidewalks and work the city has already done in that area. Corthell added that if the city does move the industrial down and change the current spots on the Exhibit C map, it would essentially break it all up like Commissioner Sharp was interested in doing. Eaglebear added that once that area starts getting developed, the developers will have to start mapping out sidewalks and access.

Commissioner Ancell asked if R-1 was still 5k lot size or if it lowered to 3,500. Corthell asked for clarification, Ancell rephrased to ask, if the lot size for R-1 is 5K square feet or if it has dropped down. Associate Planner Jamie Vivieros looked up the code and Corthell verified that it's 5K for single family unattached and 2,500 for common wall housing in R-1. Ancell raised awareness of the new codes and laws with the split of the lots and the fear of it getting ugly on the sewer side of things. Corthell added that housing is nice but when you flush your toilet, you need a pipe that's big enough to carry everything for everyone. Corthell added that it's kind of looking at one side of the issue and not the whole problem but he's seeing more people understand the bigger issue.

Mr. Corthell summarized saying he has heard from Sharp's concerns about the "Pod approach" on the mixed-use housing and from Eaglebear about having the higher density housing in that more central area.

PUBLIC COMMENT
None.

PUBLIC HEARINGS
None.

STAFF COMMUNICATION
Assistant City Manager, Mac Corthell mentioned that Chief Yelkus park is out to bid, phase 1. The Wastewater Treatment Plant has broken ground 1/17/25 but we've had a real issue finding the right rock, but moving along. Lola Water Sewer Storm and Street will be going out to bid in March. The new police facility is looking good, actually looking like a building.
Associate Planner Jamie Vivieros Introduced herself, happy to be here with a short commute from home. Viveiros is a certified planner and a certified flood plain manager.
Community Development Technician, Jessica Wirth, reminded all of the Community Visioning Survey, closing on 2/15. Share the Love is happening the month of February in Molalla, check out the events happening around town if you're wanting to support the cause.
Assistant City Manager, Mac Corthell added that this survey is to update the community vision of Molalla 2020-2030. It's really the city's strategic plan. The City Council adopts a strategic plan and policies with goals underneath that, and we're running out of strategic plan goals since the City Staff has been so productive.

COMMISSION COMMUNICATION
- **Commissioner Ancell** nothing to report.
- **Commissioner Rickey** nothing to report.
- **Commissioner Sharp** explained the back story of Share The Love for Jamie.
- **Commissioner Ornelas** nothing to report.
- **Commissioner Potts** nothing to report.
- **Chair Eaglebear** New designs for the new middle school will be held Tuesday 2/11 at 5:30pm at the middle school.

ADJOURNMENT
Chair Eaglebear adjourned the meeting at 7:28pm.

_____ _____
Doug Eaglebear, Planning Commission Chair Date

Submitted by: _____ _____
Jessica Wirth, Community Development Technician Date

Attest: _____ _____
Mac Corthell, Assistant City Manager Date

Meeting Minute Attachments:
Mr. Zinder's Efficiency Measures Update Presentation.
Mr. Zinder's UGB Studies Update Presentation.

CITY OF MOLALLA

117 N. Molalla Avenue
PO Box 248
Molalla, OR 97038

Staff Report

Agenda Category: General Business

Agenda Date: 2/5/2025

From: Dan Zinder, Senior Planner
Approved by: Mac Corthell, Assistant City Manager

SUBJECT: Efficiency Measures

FISCAL IMPACT: None

RECOMMENDATION/RECOMMEND MOTION: Planning Commission to provide feedback to Staff and Council on the preliminary comprehensive plan rezoning map and general approach to efficiency measures

BACKGROUND:

ORS 197.296 requires that jurisdictions consider strategies to more efficiently utilize lands within their existing urban growth boundaries prior to expanding their urban growth boundary to meet land/housing needs identified in a Housing Needs Analysis. Efficiency Measures are included as part of Molalla's Urban Growth Boundary sequential review workplan. That projected date for efficiency measure passage of March, 2025 is fast approaching. Our workplan placed the efficiency measures after the conclusions of our Housing Needs Analysis (HNA), Housing Production Strategy (HPS), and Economic Opportunities Analysis (EOA) to have a full inventory of our land surpluses and deficits at our disposal for potential rezoning efforts as well as specific strategies we might include. As anticipated, the City's HNA showed that we have a substantial deficit in all residential land types and our EOA, assuming 2/12 adoption, showed a slight deficit in commercial land, and a surplus on industrial lands. Notably, this industrial surplus does not account for the need to pursue larger sites for larger scale industrial mentioned at the previous meeting. It simply informs us of how we can approach rezoning of existing lands.

Exhibits A and B show the City's current comprehensive plan map, proposed changes, and what the resulting map would look like. Note that these maps do not yet account for potential PSP

(Public Semi-Public) rezonings, which would likely occur on some of the larger constrained areas such as the Bear Creek Corridor.

While our approach to the efficiency measures was designed to most heavily consider zoning, the core of the efficiency measures deals with residential density. Our understanding is that since residential densities in our existing development code have minimum and maximum density requirements consistent with the Safe Harbor standards we utilized in the HNA we have a strong argument that we won't need to revise densities in our R1, R2, and R3 zones. For reference:

	Min Density	**Max Density**
R-1 Zone	4 units/acre	8 units/acre
R-2 Zone	6 units/acre	12 units/acre
R-3 Zone	8 units/acre	24 units/acre

Staff's recommendation is not to change these existing density breakdowns unless we are compelled to.

Additionally, the statute provides the opportunity to suggest other strategies for land efficiency and production of needed housing types similar to those that the City will be adopting in its HPS next month. Delays in passage of the HPS have hindered the City's ability to specifically tailor some of those strategies to the efficiency measures as Council has not yet advised on prioritization, let alone adoption of these strategies. Staff does not recommend bringing any of these strategies forward as efficiency measures with one potential exception.

A development code amendment Staff would feel comfortable bringing to Council by next month is changing the process for establishing an Accessory Dwelling Unit (ADU) from a Type II process to a Type I process. Per Oregon House Bill 2001 an ADU is allowed by right on any lot with a single-family home and, as such, there is no real benefit to bringing public comment into that arena. At a base level, the ADU will either meet standards or it won't, which makes it a fundamentally ministerial decision like any other building permit authorization. This change would save processing time for the applicant and also create a less confusing application process for the applicant as Type II applications require narrative responses that a lot of applicants find challenging. We can easily bring our processes into accord with state law and move forward with the other policies as guided by Council.

Exhibit A - Molalla Comprehensive Plan Zoning Map

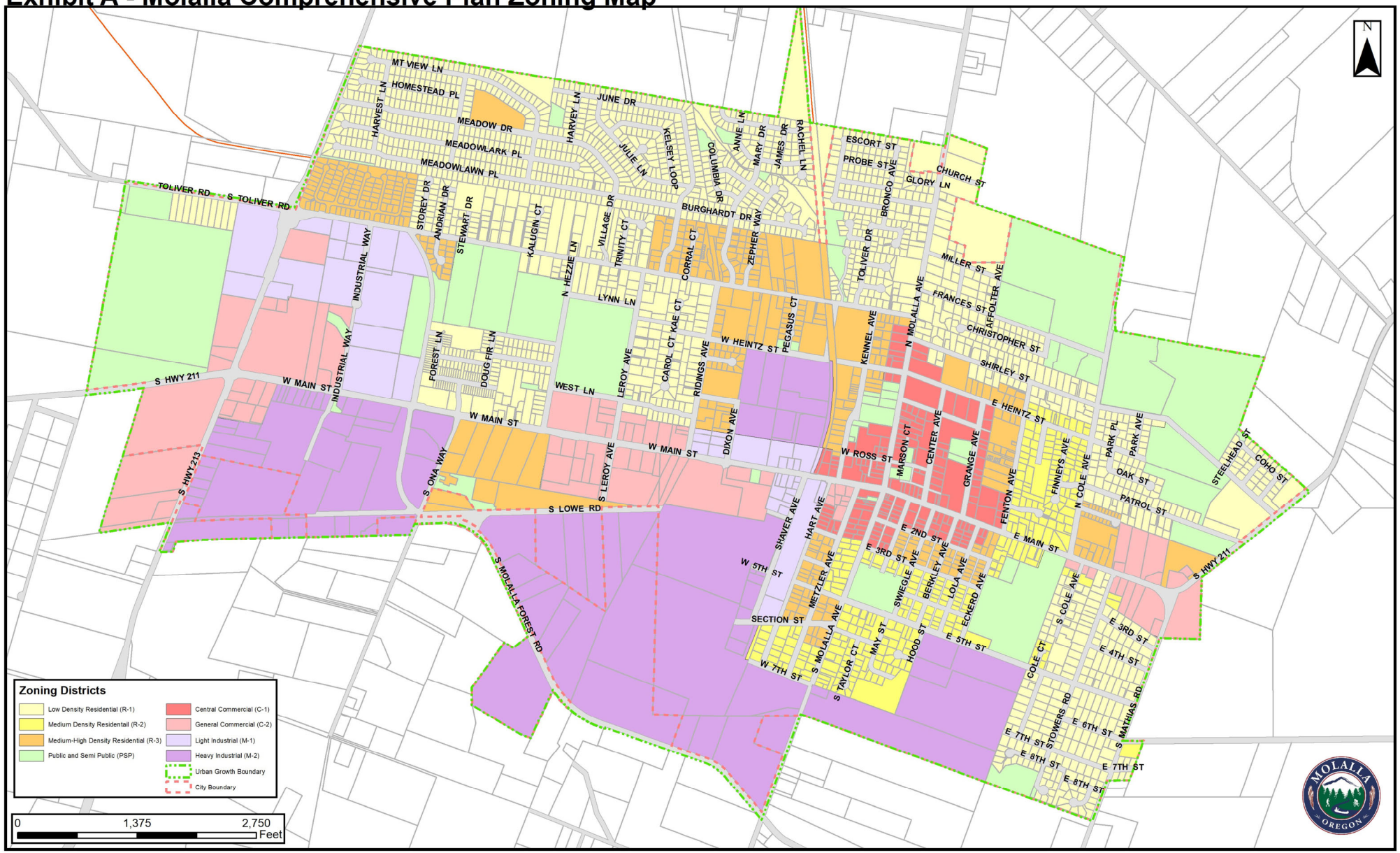


Exhibit B - Proposed Change Areas

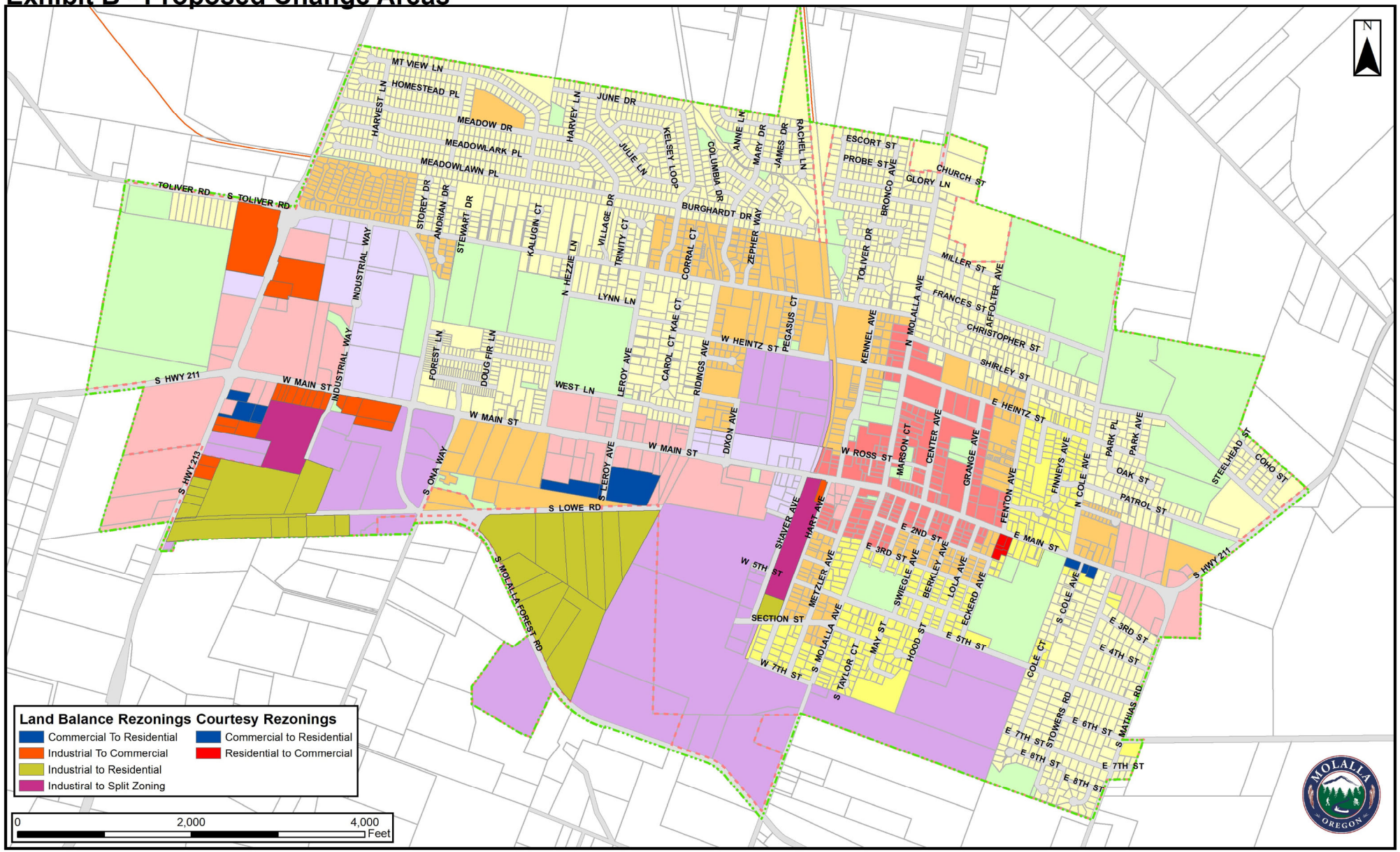


Exhibit C – Summary of Proposed Zone Changes

Efficiency Zone Changes

Proposed change – Commercial to Residential: 0.68 acres

Count - 0-1 acre parcels: 2

Proposed Change – Industrial to Commercial: 27.36 acres

Count - 0-1 Acre Parcels: 16

Count - 1-5 Acre Parcels: 6

Count 5-10 Acre Parcels: 1

Proposed Change Industrial to Residential: 83.63 acres

Count - 0-1 Acre Parcels: 6

Count - 1-5 Acre Parcels: 12

Count 5-10 Acre Parcels: 5

Count 10-15 Acre Parcels: 1

Mixed Industrial Rezone Acres: 17.35

Count 5-10 Acre Parcels: 2

Courtesy Zone Changes*

*Not pertaining to land need. Matching zoning to established land use.

Proposed change – Commercial to Residential: 9.5 acres

Proposed Change – Residential to Commercial: 0.97 acres

Exhibit A - Molalla Comprehensive Plan Zoning Map

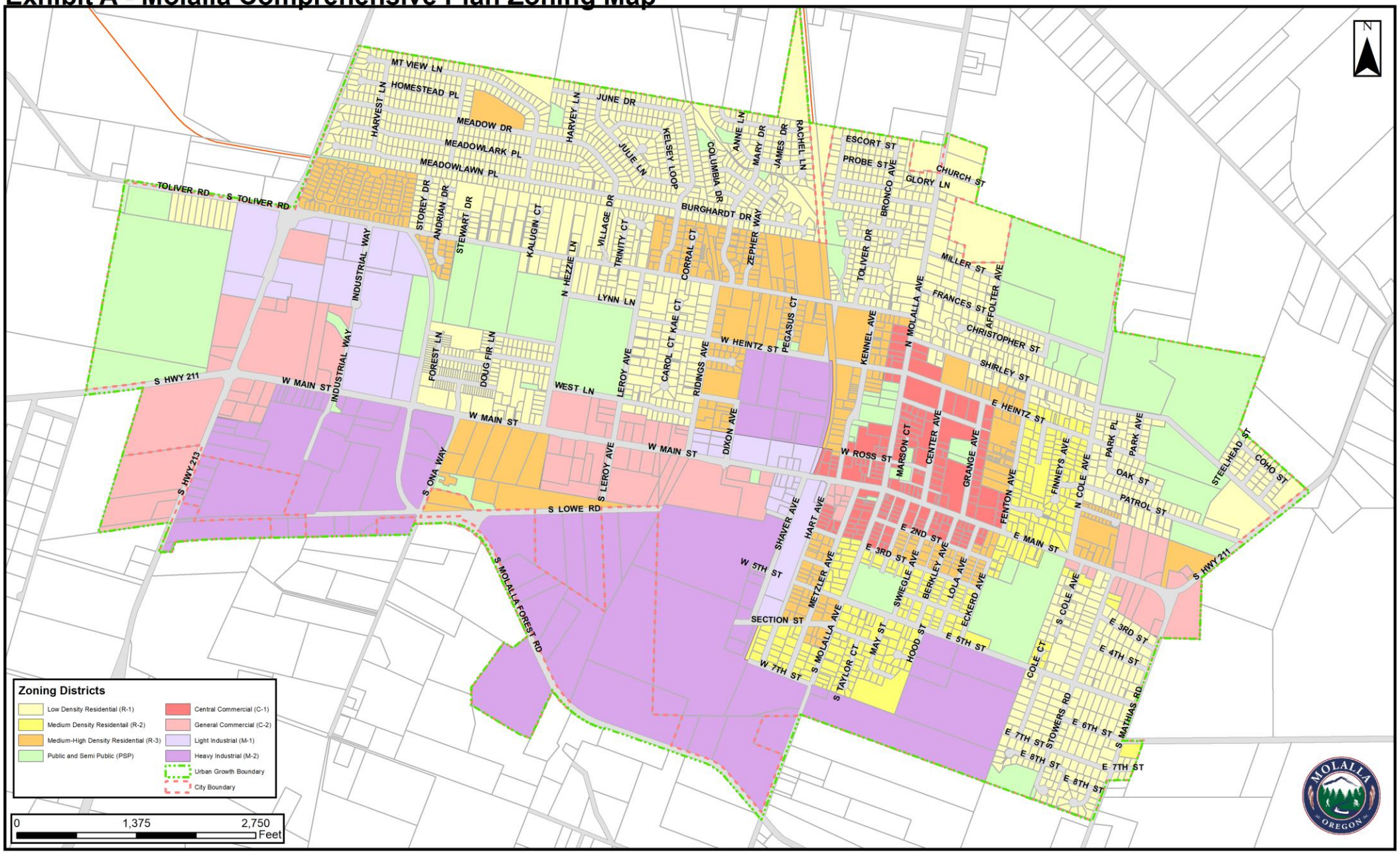


Exhibit B - Proposed Change Areas

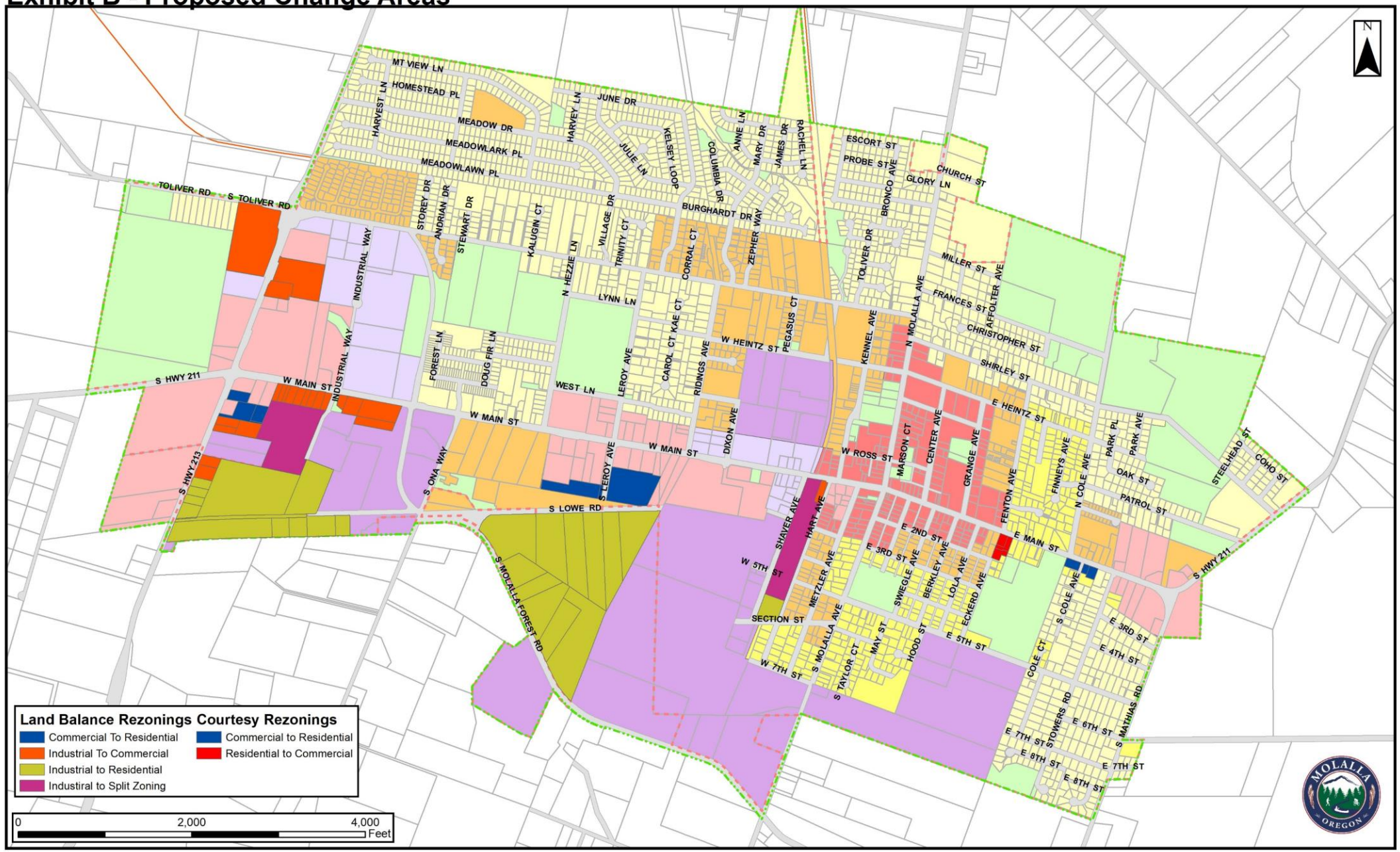


Exhibit C - Proposed Change Acreage

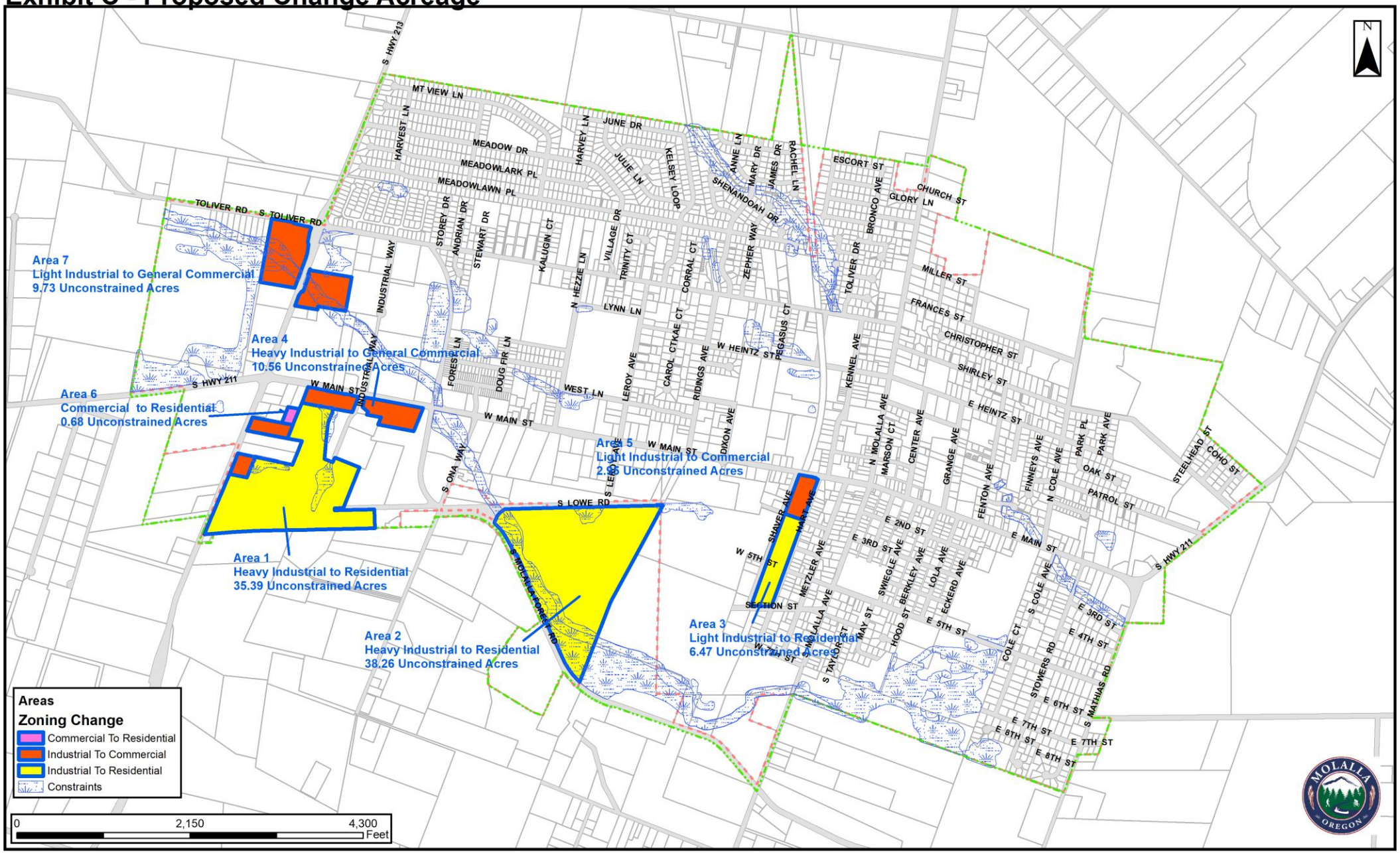
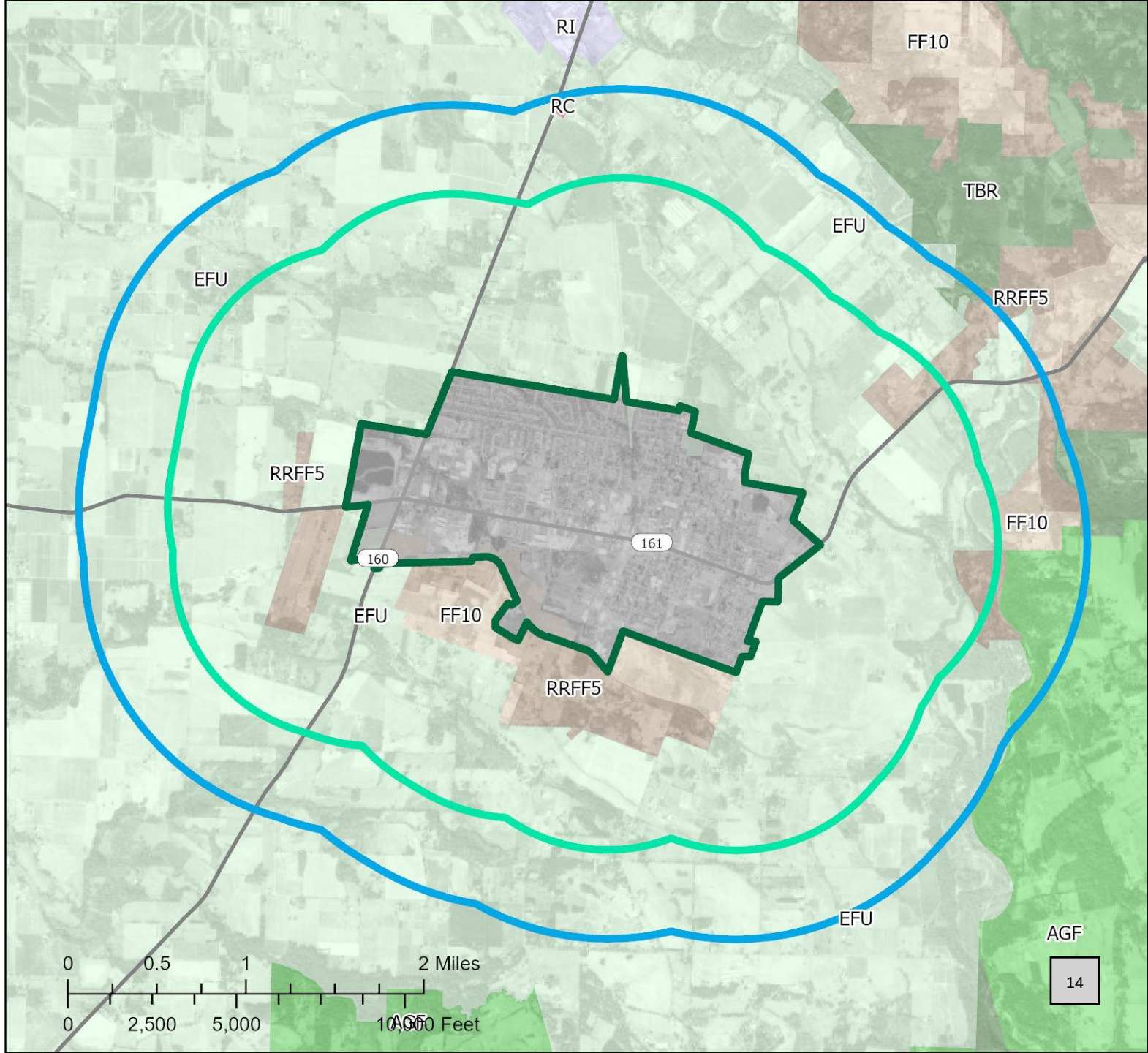


Exhibit D

Exception Lands



Study Area Buffers

1-Mile

1.5-Miles

Existing UGB

County Zoning

Agriculture Forest (AGF)

Exclusive Farm Use (EFU)

Timber (TBR)

Farm Forest 10-Acre (FF-10)

Rural Residential Farm Forest 5-Acre (RRFF-5)

Rural Commercial (RC)

Rural Industrial (RI)

Total Acreage Changes and Implications

- 80.8 Unconstrained Residential Acres Added.

  Approximately 45 acres would still be needed in an urban growth boundary expansion. Additional acreage to be found within the exception lands

- 22.56 Unconstrained Commercial Acres Added

  This would put the City in a surplus of commercial land but still needing larger sites in an urban growth boundary expansion

- 103.36 Unconstrained Industrial Acres Removed

  This would put the City in an industrial lands deficit. Remainder of land to be accounted for in an urban growth boundary expansion, accounting for site specific needs from the EOA

Questions for PC

- Do you agree with the approach to include changing ADUs to a ministerial decision at this time?
- Are there other items for efficiency measures you would want addressed now?
- Are there additional areas you would want to consider for rezoning?
- Are there areas you would want to remove from rezoning consideration?
- Which areas would be best for considering higher density housing, as required to meet HNA quotas?
- Would you prefer using the exception lands to account for housing lands deficit?

Molalla Area

Community Visioning

Your Voice
Your Community

Share your voice!

2025 Community Visioning Survey

https://go.lincc.org/mocity2025survey

Planning & Land Use

City of Molalla
315 Kennel Avenue
PO Box 248
Molalla, Oregon 97038
Phone: (503) 759-0205
Email: communityplanner@cityofmolalla.com
Web: www.cityofmolalla.com/planning

CITY OF MOLALLA STAFF REPORT

Site Design Review for SDR01-2024 – New Warehouse and Office Building

Date: February 26, 2025, for the March 5, 2025, Planning Commission Meeting

File No.: SDR01-2024

Proposal: New warehouse and office building.

Address: 721 W Main Street (OR-211).

Tax Lot: Taxlot 4100 of Clackamas County Map 52E08AC

Owner/ Applicant: Superior Pool Covers
7421 SE 35th Avenue
Molalla, OR 97038

Applicant's Consultant: Brandie Dalton
Multi/Tech Engineering
1155 13th Street SE
Salem, OR 97034

Applicable Standards:

Applicable Standards: Molalla Municipal Code, Title 17, Development Code
Division II, Zoning Regulations
Section 17-2.2.030 Allowed Uses
Section 17-2.2.040 Lot and Development Standards
Division III, Community Design Standards
Chapter 17-3.3 Access and Circulation
Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting
Chapter 17-3.5 Parking and Loading
Chapter 17-3.6 Public Facilities

TABLE OF CONTENTS:

EXHIBITS:

I. EXECUTIVE SUMMARY

Proposal:

The applicant is proposing the development of a ±5,888 square-foot office and warehouse building for pool and spa covers. The new building will be located in the northeast corner of the site, and the existing house will remain in the southern portion of the site, as shown on the site plan.

The applicant states that the business on-site will operate during normal business hours, with minimal traffic in and out of the site. The proposed use will generate less than 25 trips per hour during Peak Hours, along with only one delivery truck per week.

Site Description:

The subject property is approximately 1 acre in size. The subject property is located at 721 W Main Street (identified as OR-211 throughout the document) (52E08AC/Tax Lot 4100). The subject property is currently zoned City of Molalla C2 (General Central Commercial District). The site is currently developed with a single-family home. The site takes access from OR-211 via an existing driveway serving the home. OR-211 is classified as an Arterial in the Molalla Transportation System Plan and is under ODOT jurisdiction.

Surrounding Zoning and Land Uses:

The site fronts OR-211 to the south. The properties to the east and west of the site are in the C-2 zoning district. The property directly east developed as an existing commercial use. The property to the south across OR-211 has been approved for commercial development. Properties to the north are in the Single-Family R-1 district and are developed with single-family homes in the Clark Estates Subdivision.

Public Agency Notice & Responses:

Staff circulated notice of the project to the City's Public Works Director, Molalla Fire District, and Oregon Department of Transportation (ODOT) on January 25th, 2025. The City has included responses from Public Works, Molalla Fire, and ODOT as Exhibits C, D, and E respectively. These comments are integrated into the proposed findings and conditions of this decision.

Public Notice & Comments:

Per MMC 17-4.1.040, a notice of the public hearing was sent to all property owners within 300 feet of the subject properties and to a group of interested parties on January 29, 2025. Notice was published in the *Molalla Pioneer* on February 19th and online. Signage containing public notice information was posted on the property on January 31, 2025. All noticing met noticing requirements of MMC MMC 17-4.1.040. As of February 26, 2025, staff had received no written public comment on the application.

II. Recommendation

Based on the application materials and findings demonstrating present or conditioned compliance with the applicable standards, staff recommends approval of Site Design Review SDR01-2024 subject to the conditions of approval that follow in this staff report. This approval is based on the Applicant's written narrative, site plans, comments from affected departments, and supplemental application materials. Any modifications to the approved plans other than those required by the conditions of this decision will require a new land use application and approval.

III. Conditions of Approval

1. Building Permits, Engineering Plan Approvals, and Certificate of Occupancy Required:

a. Per Molalla Municipal Code (hereinafter MMC) 17-4.2.070 and the State of Oregon Structural Specialty Code, upon approval of this Site Design Review, the applicant must submit for building permit authorization from Molalla Planning Staff and Engineering Plan Review from Molalla Public Works. Per MMC 17-4.2.070, this site design review has an approval period of 1-year from the date of approval. As a condition of approval, the Applicant/owner shall submit for both Building Permit Authorization for all proposed improvements through the City of Molalla Planning Division and Civil Plan Review through the City of Molalla Public Works Division within the 1-year approval period. Extension requests for the 1-year period are subject to the Code provisions of MMC 17-4.2.070, B.

b. Per MMC 17-4.9.020 and the State of Oregon Structural Specialty Code, upon approval of this Site Design Review (change of use), the applicant must obtain a Certificate of Occupancy from the Clackamas County Building Official. As a condition of approval, the Applicant/owner shall obtain a Certificate of Occupancy through the Clackamas County Building Official for all onsite occupants prior to operation of the new, proposed use/occupancy.

Note: City approval is required for all Certificates of Occupancy.

2. Conditions Requiring Resolution Prior to Building Permit Approval or Occupancy

a. Applicant shall confirm that non-residential building design elements of 17-3.2.040 are met as indicated within the staff report.

b. The applicant's final site development plans shall provide a final landscaping plan that provides landscaping across all undeveloped areas of the site and all required yard

setbacks. This plan shall also properly indicate the 10-foot deep rear yard setback adjacent to the residential zone (it's shown as 5' on the landscaping plan only) and all undeveloped areas in front of the existing home, including the gravel area associated with the decommissioned eastern driveway.

c. The portion of the rear setback adjacent to the building and between the adjacent residences to the north, shall be planted with arborvitae or a similar species that reaches a minimum of 8 feet in height at maturity to soften the impact of the portion of the blank wall extending above the existing 6-foot high fence.

d. Where a walkway crosses a parking area or driveway, the applicant's final site development plans shall show the walkway marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). Painted or thermo-plastic striping and similar types of non-permanent applications shall not be approved for crosswalks exceeding 24 feet in length. See MMC 17-3.3.40.

e. For private walkways, a minimum width of 6' is required. Final plans submitted with future development permits shall show the 6-foot wide walkways meeting the standard.

f. The applicant's lighting plan submitted for building permits shall comply with all applicable standards of 17-3.4.050 - Outdoor Lighting.

g. The applicant will be required to design and construct the drive aisle to connect with the parcel to the east to create the potential for future shared access. The applicant shall record an access easement for the property to the east for future joint use of the approach and driveway as the adjacent property develops.

h. Applicant shall conform to all emergency access, building, and fire code standards, as applicable. Applicant shall be required to meet the Oregon Unified Fire Code at the time of building permit submission.

i. Applicant's proposed parking area is in excess of the maximum parking limit. To meet the standard, the applicant shall either submit with building permit submissions a projected parking demand in compliance with D.3 above, supporting 13 spaces or reduce the number of off-street parking spaces for the site to between 5-8 spaces.

j. System development charges shall be paid prior to the release of Building Permit Authorization for the City of Molalla.

k. No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer or otherwise bonded, in conformance with the provision of the Code and the Public Works Design Standards in accordance with MMC 17-3.6. No connections to City services shall be allowed until improvements to the public system to which connection is sought are completed and accepted by the City of Molalla Public Works. All public improvements shall be completed and accepted by the Public Works Department prior to issuance of any occupancy.

From the materials submitted, storm drain, domestic water, and sanitary sewer facilities will be obtained from main line connections and/or extensions. Separate engineering drawings reflecting the installation of these public utilities will be required. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, bonding, right-of-way, and easements have been obtained and approved by staff, and Staff is notified a minimum of 24 hours in advance. All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Molalla Public Work's Standards.

i. OR-211 (W. Main Street): The property is located on an arterial street under the jurisdiction of the Oregon Department of Transportation (ODOT). The applicant must comply with all requirements outlined in the transportation system master plan, as well as ODOT's roadway and access standards. Currently, the property has two access points, but the applicant proposes to use only the access from the westerly approach. This proposal aligns with the Transportation System Plan (TSP) and spacing requirements. The applicant will be required to remove the second access point located on the east side of the development and reconstruct the existing western access per ODOT recommendations.

ii. Right-of-way Dedications/Donations: The Clackamas County Survey SN2023-269 indicates that there is an existing 60 feet of right-of-way, however, the Transportation Master Plan requires a right-of-way of 68 feet. Applicant shall dedicate enough right-of-way from centerline to meet the Transportation System Plan (TSP) requirement of 34 feet from the centerline for arterial cross sections.

iii. For areas within ODOT (Oregon Department of Transportation) right-of-way, the applicant will need to provide sufficient right-of-way to accommodate various width improvements. Additionally, the applicant is responsible for constructing sidewalk widening that meets ODOT standards. ODOT requires that donations of right-of-way adhere to the guidelines outlined in Chapter 5.322 of the Developer Mitigation Donation section in the ODOT Right-of-Way Manual.

iv. Applicant shall dedicate a 10-foot-wide public utility easement fronting the public right of way if one does not exist. The applicant shall provide proof of existing dedication. no structures are allowed to encroach into the easement. The applicant shall be required to submit a legal description and exhibit map for review and sign City easements. Once completed, the applicant will be required to record easements with the County Recorder's Office and return the original document to the City prior to final occupancy.

v. Access to public streets shall be limited to the proposed locations and all accesses shall be constructed in such a manner as to eliminate turning conflicts. Access spacing shall conform to the City of Molalla Transportation Systems Plan and ODOT Traffic & Highway Design Manual. The proposed width of access points shall adhere to ODOT standards, and the applicant is required to apply for a State Highway Approach Road Permit with ODOT. Any alterations within the state highway right-of-way must also comply with ODOT standards.

vi. The applicant has submitted a Stormwater Analysis as part of their application. The existing impervious surface on the site is 3,921 square feet, while the proposed development will increase this to a total of 31,197 square feet of impervious surface. Since the addition of 5,000 square feet or more of impervious surface is planned, the applicant must bring the site into compliance with detention water quality standards as specified by Molalla's public works standards and ODOT requirements for discharge into the ODOT right-of-way. Storm improvements shall meet ODOT requirements.

vii. The development consists of an office and inventory storage facility for pool and spa covers. The developer is responsible for extending the necessary utility lines and providing connections during the development process. Engineered construction plans must be submitted to the City as part of the construction plan submission process. The City will review and approve these plans to ensure compliance with relevant codes.

viii. Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then the applicant's engineer shall coordinate with Public Works for the extension of a public water line, and dedication of easements.

ix. General Erosion Control – The applicant shall install, operate, and maintain adequate erosion control measures in conformance with the standards adopted by the City of Molalla and DEQ during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed. Applicant or Applicant's Contractor shall be responsible for all erosion control requirements under the 1200-C permit and shall coordinate directly with DEQ for questions related to 1200-C permit compliance.

x. Applicant to obtain all required permitting through ODOT as indicated in their comments found in Exhibit E prior to construction. Resolution/completion of all ODOT permitting is required prior to occupancy.

3. Ongoing Conditions:

a. All landscaping, parking, lighting, and other improvements shall be installed by the applicant and approved by the Planning Official prior to occupancy.

b. No parts manufacturing may occur onsite. Parts manufacturing would be subject to additional permitting and may not be permissible within the C-2 zone.

c. All inventory shall be stored within the proposed building. Outdoor storage is subject to additional conditional use permitting and may not be permissible within the C-2 zone.

d. As a condition of approval, deliveries to the property are limited to between the hours of 7:00 AM and 9:00 PM.

e. Applicant shall provide and maintain 13 parking spaces as shown on the Preliminary Site Plan.

f. All contractors and subcontractors performing work on this property shall obtain and maintain a valid, current business license with the City of Molalla.

g. Access to public streets shall be limited to the location identified on the application materials.

h. All approaches and driveways shall meet ADA accessibility requirements where they coincide with an accessible route (MMC 17-3.3.030 D 15). Parking shall be provided consistent with ADA requirements (MMC 17-3.5.030 H).

i. No visual obstructions shall be placed in vision clearance areas (MMC 17-3.3.030 G).

j. No fencing shall be made of prohibited materials, as detailed in MMC 17-3.4.

k. All landscaping and onsite vegetation shall be maintained in good condition, or otherwise replaced by the property owner (MMC 17-3.4.030 G).

l. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner (MMC 17-3.4.040 F).

Exhibit A:

City Staff's Findings of Fact for SDR01-2024

Per MMC 17-4.2.050, an application for Site Design Review shall be approved if the proposal meets all of the following criteria. The Planning Official, in approving the application, may impose reasonable conditions of approval, consistent with the applicable criteria;

A. The application is complete, in accordance with Section 17-4.2.040;

Findings: The City deemed the application complete in accordance with Section 17-4.2.040 on January 17, 2025.

B. The application complies with all of the applicable provisions of the underlying Zoning District (Division II), including, but not limited to, building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards;

17-2.2.030 Allowed Uses

Findings: These standards are met subject to a condition of approval. The Applicant's submitted application shows site improvements to add a warehouse and office space to a site in the Central Commercial (C-2) zone and currently containing a non-conforming single-family home. Office uses are allowed outright in the C-2 zone but warehousing is not.

In a phone conversation with the site and pool cover business owner, John Barba, dated February 25, 2025 Mr. Barba clarified the uses that will occur onsite. Mr. Barba stated that the offices are intended to function as sales offices with customers coming in to look at different swatches for their pool cover and discuss sales with the company. The shop portion of the building will be used to house inventory, which is an anticipated component of retail sales and services businesses. Mr. Barba also clarified that no parts manufacturing would be occurring onsite, only minor assembly.

Retail sales and services are an allowed use in the C-2 zone. Because of the relative scale of the inventory component of the business to the office component, Staff additionally applied the special use standards for Artisanal and Light Manufacture Uses.

As a condition of approval, no parts manufacturing may occur onsite. This use would be subject to a separate approval process and may not be permissible within the C-2 zone.

17-2.2.030 Artisanal and Light Manufacture Uses

A. Purpose. The following provisions are intended to encourage mixed-use development, including cottage industries and business incubators, by integrating small-scale

manufacturing with commercial uses. For the purposes of this section, artisanal uses are those that blend manufacturing and retail uses such as brewpubs, winery tasting rooms, artist studios, cabinet makers, and similar uses, on the same site.

B. **Applicability.** The following standards apply where manufacturing uses are allowed in commercial zones and where retail uses are allowed in industrial zones. The standards are applied through Site Design Review or Conditional Use Permit review, as applicable.

Findings: The Applicant proposes a retail sales office with a 590 SF dedicated to the sales office use and 5,298 SF dedicated to inventory. Because of the disproportionate scale of the inventory use to the office use, Staff finds that the Artisanal and Light Manufacture special use standards should apply to this project.

C. **Standards.**

1. Where a manufacturing use is allowed in a commercial zone, it shall be permitted only in conjunction with a primary commercial use.

Findings: The sales office is the primary proposed use. This standard is met.

2. Where a manufacturing use is allowed in a commercial zone, it shall be wholly enclosed in a building, unless unenclosed operations are authorized by a Conditional Use Permit.

Findings: This standard is met subject to a condition of approval. The Applicant proposes that all inventory be stored within the proposed building. All inventory shall be stored within the proposed building. Outdoor storage is subject to additional conditional use permitting and may not be permissible within the C-2 zone.

3. Where a manufacturing use is allowed in a commercial zone and the subject site is located within 100 feet of a residential zone, the City may limit the hours of operation of the commercial or industrial uses to between 7:00 a.m. and 9:00 p.m. where it has identified concerns about noise, parking, or other impacts related to the use.

Findings: The subject site is located within 100 feet of a residential zone. As a condition of approval, deliveries to the property are limited to between the hours of 7:00 AM and 9:00 PM.

4. Where a commercial use is allowed in an industrial zone, it shall be permitted only in conjunction with the primary industrial use and shall not exceed the floor area of the primary industrial use.

Findings: The subject property is zoned for commercial use. This standard does not apply.

17-2.2.040 Lot and Development Standards

Findings:

Minimum Lot Area – There is no minimum lot size in the Central Commercial (C-2) zone. Further, the application does not involve a land division. The proposed lots are of adequate size to accommodate the planned development. This standard is met.

Minimum Lot Width and Depth – There is no minimum lot width or depth in the Central Commercial (C-2) zone. The proposed lots are of adequate size to accommodate the development. This standard is met.

Building and Structure Height – The maximum building height allowed is 55 feet. The proposed building is 22 feet in height. The standard is met.

Maximum Lot Coverage - Maximum foundation plane coverage in the C-2 zone is 100%. This standard is met.

Minimum Landscape Area % (includes required parking lot, landscaping, and required screening) Minimum required landscaped area in the C-2 zone is 5%. As shown on the plans provided, there are 12,851 square feet of landscaped area throughout the site. Therefore, 29% of the site is planned to be landscaped. The Applicant's submitted application shows a substantial portion of the site is planned to retain existing vegetation in excess of the 5% minimum requirement. Additional ungraded to the current landscaping are recommended in the conditions of approval to satisfy applicable requirements in the C-2. This standard is met.

Minimum Setbacks -

Front Setback Requirement: 0ft – The applicant's site plan shows the setback is met.

Garage Setback Requirement: 20ft – No new garages are proposed. The setback applying to the existing garage is maintained. This standard does not apply.

Alley: 3ft - This property does not abut an alley. This standard does not apply.

Adjacent to R Districts: 10ft – The applicant's site plan shows the 10-foot setback from the abutting residential district is met.

Build-to-Line: 0ft – Build-to-line provisions apply to property in commercial zones. The improvements included in the application are not adjacent to the public right of way. 17-3.2.040.B.1 explains how the build-to-line requirements can be waived with the inclusion of a pedestrian feature and/or landscaped forecourt placed between the building and the right-of-way. The walkway connecting the new building to the public sidewalk is one such pedestrian feature that makes the project eligible for a waiver. Site and landscaping improvements to the front yard area in front of the existing home are warranted to meet the requirement for a

landscaped forecourt. The applicant's Existing Conditions Plan Sheet C1.2 in Exhibit A shows a gravel area transversing a portion of the front yard that needs to be properly landscaped to meet the landscaped forecourt requirement. Therefore, a condition of approval is recommended to provide landscaping in this area. This requirement can be waived as conditioned.

C. The proposal includes required upgrades, if any, to existing development that does not comply with the applicable zoning district standards, pursuant to Chapter 17-1.4 Nonconforming Situations;

Findings: There is an existing single-family dwelling (SFD) and garage located on the southern portion of the site that will remain as shown on the attached site plans. Per Clackamas County records, the existing SFD was built in 1950 and lawfully exists on the site (all setbacks are met). The existing SFD is under the same ownership as the proposed building and will remain under the same ownership. Therefore, the existing SFD meets the standards under MMC 17-2.3.090 for existing single-family dwellings in commercial zones. This criterion does not apply.

D. The proposal complies with all the Development and Design Standards of Division III, as applicable:

Findings: Applicable Standards under Division III. Community Design Standards for this project include:

Chapter 17-3.2 Building Orientation and Design

Chapter 17-3.3 Access and Circulation

Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting

Chapter 17-3.5 Parking and Loading

Chapter 17-3.6 Public Facilities

These standards are addressed in greater detail in the following findings.

17-3.2 Building Orientation and Design

17-3.2.040 Non-Residential Buildings

B. Building Orientation. The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Buildings subject to this section shall conform to the applicable build-to line standard in Table 17-2.2.040.E, as generally illustrated in Figure 17-3.2-6. The standard is met when at least 50 percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line in Table 17-2.2.040.E; except in the Central Commercial C-1 zone, at least 80 percent of the abutting street frontage shall have a building placed no farther from at least one street property line than the required build-to-line. The Planning Official, through Site Design Review, may waive the build-to-line standard where it finds that one or more of the conditions in subdivisions a through g occurs.

    a. A proposed building is adjacent to a single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.

    b. The standards of the roadway authority preclude development at the build-to line.

    c. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way, pursuant to Section 17-3.2.050 and subject to Site Design Review approval.

    d. The build-to line may be increased to provide a private open space (e.g., landscaped forecourt), pursuant to Section 17-3.2.050, between a residential use in a mixed-use development (e.g., live-work building with ground floor residence) and a front or street property line.

    e. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.

    f. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to-line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback in said location pursuant to Section 17-3.2.050.

g. An existing building that was lawfully created but does not conform to the above standard is proposed to be expanded and compliance with this standard is not practicable.

Findings: Build-to-line provisions apply to property in commercial zones. The improvements included in the application are not adjacent to the public right of way. 17-3.2.040.B.1 explains how the build-to-line requirements can be waived with the inclusion of a pedestrian feature and/or landscaped forecourt placed between the building and the right-of-way. The walkway connecting the new building to the public sidewalk is one such pedestrian feature that makes the project eligible for a waiver. Site and landscaping improvements to the front yard area in front of the existing home are warranted to meet the requirement for a landscaped forecourt. The applicant's Existing Conditions Plan Sheet C1.2 in Exhibit A shows a gravel area transversing a portion of the front yard that needs to be properly landscaped to meet the landscaped forecourt requirement. The eastern access point is required to be removed as a Public Works condition of approval. Therefore, a condition of approval is recommended to provide landscaping in this area. Building orientation requirements can be satisfied as conditioned.

2. Except as provided in subsections C.5 and 6, all buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section 17-3.3.040.

3. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.

4. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 17-3.3, the Landscape and Screening requirements of Chapter 17-3.4, and the Parking and Loading requirements of Chapter 17-3.5

5. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities and meeting the requirements under Section 17-3.2.050, subject to Site Design Review approval. When oriented this way, the primary entrance(s), plaza, or courtyard shall be

connected to the street by a pedestrian walkway conforming to Section 17-3.3.040.

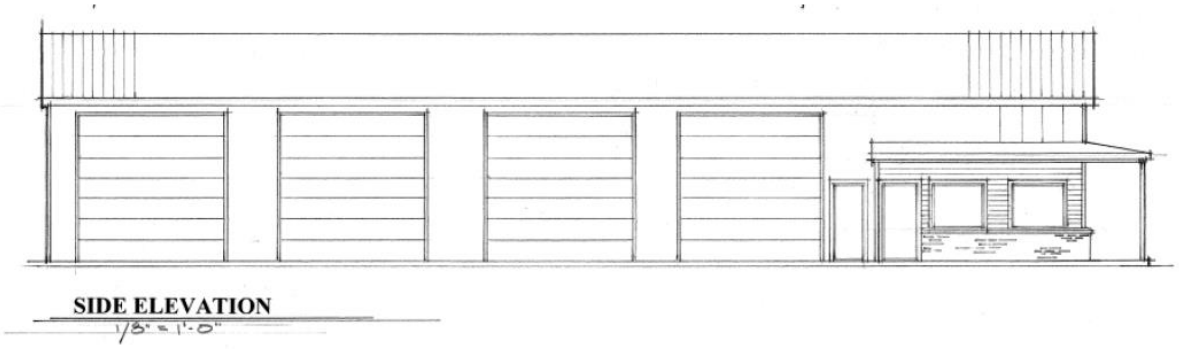
C. **Large-Format Developments.** Plans for new developments, or any phase thereof, with a total floor plate area (ground floor area of all buildings) greater than 35,000 square feet, shall meet all of the following standards in subsections C.1 through 9, as generally illustrated in Figure 17-3.2-7. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

Findings: The project does not involve a total floor plate area (ground floor area of all buildings) greater than 35,000 square feet. These standards do not apply and have been omitted from this staff report.

D. Primary Entrances and Windows.

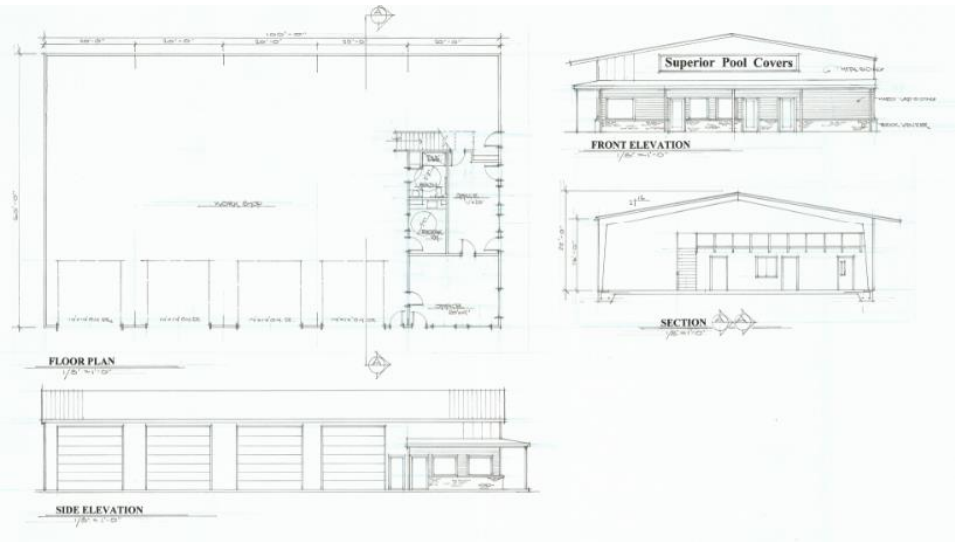
Findings: The applicant submitted the following response to show compliance with MMC 17-3.2.040.D and the applicable subsections:

Primary Entrances and Windows (D): The proposed use is for an office and warehouse facility. The warehouse and the office both have several entrances along with a primary entrance.



1. All Elevations of Building. Architectural designs shall address all elevations of a building. Building forms, detailing, materials, textures, and color shall contribute to a unified design with architectural integrity. Materials used on the front façade must turn the building corners and include at least a portion of the side elevations, consistent with the overall composition and design integrity of the building.

Findings: The applicant submitted the following elevations, which are included in Exhibit B:



Staff observe that the proposed building is utilitarian in nature and has limited aesthetic impact on the commercial street frontage. Therefore, staff find that building forms, detailing, materials, textures, and color reflect a unified design appropriate for the intended use of the building.

2. Pedestrian Entrances. Ground-level entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window or windows, a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.

Findings: The new building is not oriented to a street and relies on pedestrian amenities and forecourt landscape improvements to except the building from build-to-line requirements for non-residential buildings. Entrances are provided that connect to the planned walkway to meet the build-to-line requirement.

3. Corner Entrances. Buildings on corner lots are encouraged to have corner entrances. Where a corner entrance is not provided, the building plan shall provide an architectural element or detailing (e.g., tower, beveled corner, art, special trim, etc.) that accentuates the corner location.

Findings: The building is not on a corner lot. This standard does not apply.

4. Street Level Entrances. All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.

Findings: The applicant proposes primary entrances at grade and will be required to meet ADA requirements. This standard is met.

5. Windows—General. Except as approved for parking structures or accessory structures, the front/street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.

Findings: The submitted elevations show windows can be provided to express a storefront character. This standard can be met.

6. Storefront Windows. Storefront windows shall consist of framed picture or bay windows, which may be recessed. Framing shall consist of trim detailing such as piers or pilasters (sides), lintels or hoods (tops), and kick plates or bulkheads (base)—or similar detailing—consistent with a storefront character. The ground floor, street-facing elevation(s) of all buildings shall comprise at least 60 percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or 30 inches above the sidewalk grade, whichever is less) and a plane 72 inches above the sidewalk grade.

Findings: Staff observe that, while the south-facing elevation technically faces the street, it is not oriented to the street. The general purpose of the above design requirements is generally to activate street-oriented storefronts by encouraging pedestrian activity. Given the purpose and orientation of the building, staff find the windows shown in the submitted elevations are appropriate and can be allowed with the exception described in MMC 17-3.2.040.D.12.

7. Defined Upper Story(ies). Building elevations shall contain detailing that visually defines street level building spaces (storefronts) from upper stories. The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials, or fenestration. Upper floors may have less window area than ground floors, but shall follow the vertical lines of the lower level piers and the horizontal definition of spandrels and any cornices. Upper floor window orientation shall primarily be vertical, or have a width that is no greater than height. Paired or grouped windows that, together, are

wider than they are tall, shall be visually divided to express the vertical orientation of individual windows.

Findings: The building appears to include a loft and not a full two stories but creates the sense of upper story definition with a first-story awning and contrasting siding materials. This standard is met.

8. Buildings Not Adjacent to a Street. Buildings that are not adjacent to a street or a shopping street, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the 60 percent transparency standard on all elevations abutting civic space(s) and on elevations containing a primary entrance.

Findings: The building is not adjacent to a street or to a civic space. The civic space requirement for commercial developments does not apply because only projects with 10,000 square feet of gross leasable floor area within the Central Commercial C-1 and General Commercial C-2 zones are subject to the civic space provision. This standard does not apply.

9. Side and Rear Elevation Windows. All side and rear elevations, except for zero lot line or common wall elevations, where windows are not required, shall provide not less than 30 percent transparency.

Findings: The applicant's elevations appear to show two sides of the building. Rear and eastern side elevations appear to be omitted. Compliance with the standard can be reviewed at the time of building permit review and may include alternative detailing for inventory portions of the building per exceptions standard D12 below. The standard can be met.

10. Window Trim. At a minimum, windows shall contain trim, reveals, recesses, or similar detailing of not less than four inches in width or depth as applicable. The use of decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged.

Findings: Window trim requirements can be met at the time of building permit submittal. This standard can be met.

11. Projecting Windows, Display Cases. Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are discouraged). For

durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed, provided they do not encroach into the pedestrian through-zone.

Findings: The windows do not break the front plane of the building. The standard is met.

12. Window Exceptions. The Planning Official may approve an exception to the above standards where existing topography makes compliance impractical. Where it is not practicable to use glass, windows for parking garages or similar structures, the building design must incorporate openings or other detailing that resembles window patterns (rhythm and scale).

Findings: The applicant's elevations do not provide dimensional calculations to show the 60 percent window transparency standard for street-facing elevations is met. The building is located behind an existing house and doesn't provide any street activation. Therefore, an exception to the storefront window requirement in MMC 17-3.2.040.D.6 is warranted.

E. Articulation and Detailing. The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Articulation. All building elevations that orient to a street or civic space shall have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or width, as applicable, pursuant to the following standards, which are generally illustrated in Figures 17-3.2-10, 17-3.2-11, and 17-3.2-12.
   a. A "break" for the purposes of this subsection is a change in wall plane of not less than 24 inches in depth. Breaks may include, but are not limited to, an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.
   b. The Planning Official through Site Design Review may approve detailing that does not meet the 24-inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture of historically significant or historic-contributing buildings existing in the vicinity.
   c. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall-plane standard.

d. Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plane standard but should complement the overall building design.

Findings: The building is not oriented to a street and the provisions for civic space do not apply. Therefore, under MMC 17-3.2.040.E.1.d, the 24-inch break-in wall plan standard does not apply. Staff find the building elevations complement the overall utilitarian design of the building.

2. Change in Materials. Elevations should incorporate changes in material that define a building's base, middle, and top, as applicable, and create visual interest and relief. Side and rear elevations that do not face a street, public parking area, pedestrian access way, or plaza may utilize changes in texture and/or color of materials, provided that the design is consistent with the overall composition of the building.

Findings: Staff find the material shown on the submitted elevation acceptable given the design and the overall composition of the building.

3. Horizontal Lines. New buildings and exterior remodels shall generally follow the prominent horizontal lines existing on adjacent buildings at similar levels along the street frontage. Examples of such horizontal lines include, but are not limited to: the base below a series of storefront windows, an awning or canopy line, a belt course between building stories, a cornice, or a parapet line. Where existing adjacent buildings do not meet the City's current building design standards, a new building may establish new horizontal lines.

Findings: The building is not oriented to the street and therefore does not contribute to, nor does it disrupt any established horizontal building lines.

4. Ground Floor and Upper Floor Division. A clear visual division shall be maintained between the ground level floor and upper floors, for example, through the use of a belt course, transom, awning, canopy, or similar division.

Findings: The building includes an awning that provides ground and upper-floor division where appropriate.

5. Vertical Rhythms. New construction or front elevation remodels shall reflect a vertical orientation, either through breaks in volume or the use of surface details.

Findings: The building includes elements including an awning and brick façade break to lap siding that provides ground and upper-floor division where appropriate.

F. Pedestrian Shelters. The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Minimum Pedestrian Shelter Coverage. Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least 75 percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least five feet over the pedestrian area; except that the Planning Official, through Site Design Review, may reduce the above standards where it finds that existing right-of-way dimensions, easements, or building code requirements preclude standard shelters. In addition, the above standards do not apply where a building has a ground floor dwelling, as in a mixed-use development or live-work building, and the dwelling has a covered entrance. The Planning Official shall waive the above standards if the pedestrian shelter would extend into the right-of-way and the roadway authority does not allow encroachments in the right-of-way.

Findings: The Applicants submitted elevation profiles show 100% canopy coverage along walkways abutting the building. This standard is met.

2. Pedestrian Shelter Design. Pedestrian shelters shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. If mezzanine or transom windows exist, the shelter shall be below such windows where practical. Where applicable, pedestrian shelters shall be designed to accommodate pedestrian signage (e.g., blade signs), while maintaining required vertical clearance.

Findings: The Applicant's submitted elevation profiles show pedestrian shelters that are compatible with this standard subject to building code review.

G. Mechanical Equipment.

1. Building Walls. Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant to Chapter 17-3.4. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other practical

alternatives exist; such equipment shall be placed on a side or rear elevation where practical.

2. Rooftops. Except as provided below, rooftop mechanical units shall be set back or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the Planning Official may approve painting of mechanical units in lieu of screening; such painting may consist of colors that make the equipment visually subordinate to the building and adjacent buildings, if any.

3. Ground-Mounted Mechanical Equipment. Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges, trellises, and similar plantings may also be used as screens where there is adequate air circulation and sunlight, and irrigation is provided. The City may require additional setbacks and noise attenuating equipment for compatibility with adjacent uses.

Findings: The Applicant's submitted elevation profiles do not show mechanical equipment. This standard does not apply.

H. Civic Space. Commercial development projects shall provide civic space pursuant to Section 17-3.2.050

Findings: The civic space requirements in Section 17-3.2.050 only apply to commercial developments with more than 10,000 SF. The Applicant's proposal is under 10,000 SF. These provisions do not apply.

I. Drive-up and Drive-Through Facilities. Drive-up and drive-through facilities shall comply with the requirements of Section 17-3.2.060.

Findings: The project does not involve drive-up or drive-through facilities. These standards do not apply.

17-3.3.30 Vehicular Access and Circulation

A. **Purpose and Intent.** Section 17-3.3.030 implements the street access policies of the City of Molalla Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

B. **Permit Required.** Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires an approach permit approved by the applicable roadway authority.

Findings: The project takes access from OR-211. The comments submitted from ODOT in Exhibit E are incorporated in these findings. An ODOT State Highway Approach Permit is required in addition to a Miscellaneous Permit for all work in ODOT right-of-way. Conditions of approval are recommended to ensure these requirements are met.

C. **Traffic Study Requirements.** The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis, pursuant to Section 17-3.6.020, to determine compliance with this Code.

Findings: A Transportation Analysis Letter (TAL) prepared by a registered engineer is included with this application (Exhibit B). The TAL found that based on the estimated trips generated by the proposed development that a traffic impact analysis is required.

D. **Approach and Driveway Development Standards.** Approaches and driveways shall conform to all of the following development standards:

1. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.

Findings: This standard is met subject to a condition of approval. The subject site has frontage along OR-211 which is shown in Figure 8 of the City of Molalla Transportation System Plan (TSP) to be an Arterial Street. The existing project frontage has two driveway aprons. The project proposes one access point to access the improved property to serve both commercial and residential uses. City and ODOT agree that the west driveway is the most appropriate location for the access due to spacing and alignment considerations with neighboring accesses. The applicant will be required to design and construct the drive aisle to connect with the parcel to the east to create the potential for future shared access.

2. Approaches shall conform to the spacing standards of subsections E and F, below, and shall conform to minimum sight distance and channelization standards of the roadway authority.

Findings: The site has frontage on OR-211 (Arterial Street). Pursuant to Table 10, the minimum spacing standard for private access drives on an Arterial Street is 150 feet. Google Earth street view imagery shows the frontage has two driveway aprons connected to under improved internal driveways on site.

Figure 1: Site Frontage Looking West

The project proposes one access point to the improved property to serve both commercial and residential uses. The applicant's plans show that the project intends to use the western driveway. As shown on the Preliminary Plans (Exhibit A), the improved driveway appears that it can meet the spacing requirement from the existing driveway to the east but will require an exception allowed under MMC 17-3.3.30.H from public works to meet the requirement from the nearest driveway to the west.

3. Driveways shall be paved and meet applicable construction standards. Where permeable paving surfaces are allowed or required, such surfaces shall conform to applicable Public Works Design Standards.

Findings: The improved driveway is required be paved to meet applicable City of Molalla Public Works Design Standards. This is included as a condition of approval.

4. The City Engineer may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.

Findings: As shown on the Preliminary Plans (Exhibit A), the site has an existing gravel driveway connected to two driveway aprons on W Main Street. The eastern apron shall be closed and curbed to meet the standard. This is included as a condition of approval.

5. Where the spacing standards of the roadway authority limit the number or location of connections to a street or highway, the City Engineer may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City Engineer may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

Findings: The minimum spacing standard for private access drives on an Arterial Street is 150 feet. The lot frontages along this block on OR-211 are between 75 feet and 152 feet in length. Therefore, strict adherence to the spacing standard is not practicable for these lots. As shown on the Preliminary Plans (Exhibit A), the improved driveway appears that it can meet the spacing requirement from the existing driveway to the east but will require an exception from public works to meet the requirement from the nearest driveway to the west. In order to limit the number of access points in the future, the applicant shall record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s). This standard can be met as conditioned.

6. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City Engineer may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.

Findings: The project proposes one access point to the improved property to serve both commercial and residential uses. The applicant's plans show that the project intends to use the western driveway. As shown on the Preliminary Plans (Exhibit A), Planning staff incorporate the

comments submitted by the Molalla Fire District and will need to be addressed with future development permits. This standard can be met.

7. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.

Findings: The applicant submitted a Truck Tracking Plan exhibit on Sheet C1.4 showing that the approach and driveway can accommodate truck/trailer turning movements. This standard is met.

8. Except where the City Engineer and roadway authority, as applicable, permit an open access with perpendicular or angled parking, driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

Findings: The project does not include open access with parking located where it necessitates backing onto a public street. This standard is met.

9. Driveways shall be designed so that vehicle areas, including, but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.

Findings: All proposed off-street parking, vehicle maneuvering and loading areas are located interior to the site. This standard is met.

10. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.

Findings: The Applicant's submitted application shows a 30' wide approach to the proposed entrance. The applicant submitted a Truck Tracking Plan exhibit on Sheet C1.4 showing that the approach and driveway can accommodate truck/trailer turning movements without the need for excessive width. This standard is met.

11. As it deems necessary for pedestrian safety, the City Engineer, in consultation with the roadway authority, as applicable, may require that traffic-calming features,

textured driveway surfaces (e.g., pavers or similar devices), curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval.

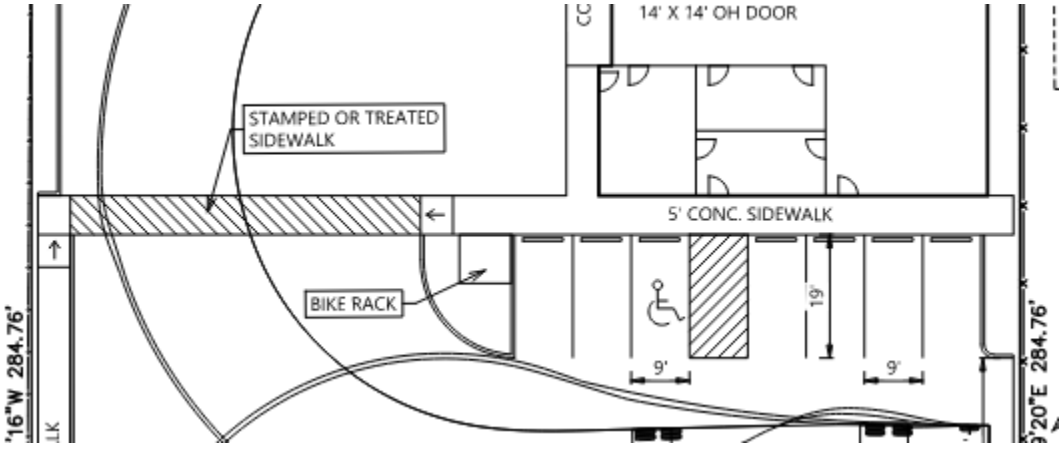
Findings: Neither the City Engineer nor the roadway authority recommend any traffic calming features, nor are any proposed. This standard is met.

12. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.

Findings: The Applicant's proposal does not include construction of approaches along acceleration or deceleration lanes or along tapered portions of the roadway. The applicant's plan shows the internal drive connecting to the eastern driveway apron is planned to be removed and conditions are recommended to landscape this area. This standard is met.

13. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

Findings: The applicant's site plan shows two potential conflict points between vehicles, trucks and pedestrians. Potential conflicts at the site entrance are addressed with generous separation between the driveway and the pedestrian connection at the sidewalk. The second conflict point is addressed with contrasting paving materials for the crosswalk in accordance with MMC 17-3.3.40.B.4.



This standard is met.

14. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. The roadway authority may require the driveway apron be installed outside the required sidewalk or walkway surface, consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.

Findings: The Applicant's proposal appears to use an existing driveway apron crossing the existing sidewalk within the right-of-way that will be required to meet City standards for materials and width. This standard is met.

15. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.

Findings: OR-211 abuts the site's frontage and there is an existing sidewalk providing ADA access to the site within the OR-211 right-of-way. Necessary improvement shall be required to provide or preserve ADA access.

16. The City Engineer may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.
17. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The City Engineer may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the City will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

Findings: Comments submitted from ODOT in Exhibit E are incorporated in these findings. An ODOT State Highway Approach Permit is required in addition to a Miscellaneous Permit for all work in ODOT right-of-way. Conditions of approval are recommended to ensure these requirements are met.

18. Where an approach or driveway crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency, the applicant is responsible

for obtaining all required approvals and permits from that agency prior to commencing development.

19. Where a proposed driveway crosses a culvert or drainage ditch, the City Engineer may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable Public Works Design Standards.
20. Except as otherwise required by the applicable roadway authority or waived by the City Engineer temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

Findings: If any of the work described in 18-20 above is required in the ODOT right of way, it shall be reviewed under the miscellaneous permit described in ODOT comments in Exhibit E which have been incorporated into recommended conditions of approval.

21. Development that increases impervious surface area shall conform to the storm drainage and surface water management requirements of Section 17-3.6.050.

Findings: As shown on the Preliminary Plans in Exhibit B and discussed in the Preliminary Drainage Report, the planned improvements include stormwater management in accordance with Section 17-3.6.050. The detention and flow control facilities shall be reviewed, permitted, and inspected by Molalla Public Works. The onsite storm conveyance system shall be reviewed and inspected by Clackamas County Building under a plumbing permit, in accordance with MMC 13.13 Surface Water Management. This standard is met.

E. Approach Separation from Street Intersections. Except as provided by subsection H, minimum distances shall be maintained between approaches and street intersections consistent with the current version of the Public Works Design Standards and Transportation System Plan.
F. Approach Spacing. Except as provided by subsection H or as required to maintain street operations and safety, the following minimum distances shall be maintained between approaches consistent with the current version of the Public Works Design Standards and Transportation System Plan.

Findings: The site has frontage on OR-211 (Arterial Street). Pursuant to Table 10, the minimum spacing standard for private access drives on an Arterial Street is 150 feet. As shown on the Preliminary Plans (Exhibit A), the improved driveway appears that it can meet the spacing requirement from the existing driveway to the east but will require an exception from public

works to meet the requirement from the nearest driveway to the west. Corresponding conditions of approval are recommended to ensure that driveways can be consolidated with future development to meet approach spacing standards. This standard can be met as conditioned.

G. **Vision Clearance.** No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) greater than 2.5 feet in height shall be placed in "vision clearance areas" at street intersections.. The minimum vision clearance area may be modified by the Planning Official through a Type I procedure, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.

Findings: This standard is met subject to conditions of approval. As an ongoing condition of approval, no visual obstructions shall be placed in vision clearance areas.

H. **Exceptions and Adjustments.** The City Engineer may approve adjustments to the spacing standards of subsections E and F, above, where an existing connection to a City street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance. The Planning Official through a Type II procedure may also approve a deviation to the spacing standards on City streets where it finds that mitigation measures (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right-in/ right-out only), or other mitigation alleviate all traffic operations and safety concerns.

Findings: The site has frontage on OR-211 (Arterial Street). Pursuant to Table 10, the minimum spacing standard for private access drives on an Arterial Street is 150 feet. The lot frontages along this block on OR-211 are between 75 feet and 152 feet in length. Therefore, strict adherence to the spacing standard is not practicable for these lots. As shown on the Preliminary Plans (Exhibit A), the improved driveway appears that it can meet the spacing requirement from the existing driveway to the east but will require an exception from public works to meet the requirement from the nearest driveway to the west.

I. **Joint Use Access Easement and Maintenance Agreement.** Where the City approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the City for its records, but the City is

not responsible for maintaining the driveway or resolving any dispute between property owners.

Findings: Joint access is not proposed for this project. Due to the access spacing requirements on arterial streets, joint access from an adjoining lot will likely be needed in the future to support future development. Therefore, the applicant shall be required to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop. This standard is met.

17-3.3.40 Pedestrian Access and Circulation

A. **Purpose and Intent.** Section 17-3.3.040 implements the pedestrian access and connectivity policies of the City of Molalla Transportation System. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. **Standards.** Developments shall conform to all of the following standards for pedestrian access and circulation as generally illustrated in Figure 17-3.3-3:

1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.

2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of way conforming to the following standards:

   a. The walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.

   b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The Planning Official may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

   c. The walkway network connects to all primary building entrances, consistent with the building design standards of Chapter 17-3.2 and, where required, Americans with Disabilities Act (ADA) requirements.

Findings: The applicant's site plan shows continuous walkways provided throughout the site providing safe, direct, and convenient pedestrian connection between the site and the public right-of-way. These standards are met.

3. **Vehicle/Walkway Separation.** Except as required for crosswalks, per subsection 4, below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the Planning Official may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.

Findings: The applicant's site plans show vehicle walkway separation provided with raised curbs along the driveway. This standard is met.

4. **Crosswalks.** Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians. Painted or thermo-plastic striping and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks not exceeding 24 feet in length.

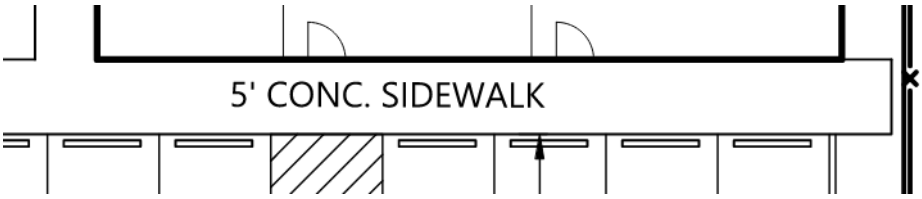
Findings: The applicant is proposing an internal crosswalk exceeding 24 feet in length marked with "stamped or treated pavement". Final plans submitted with future development permits shall show the crosswalk providing contrasting paving material consistent with this standard. This standard can be met as conditioned.

5. **Walkway Width and Surface.** Walkways, including access ways required for subdivisions pursuant to Chapter 17-4.3, shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the City Engineer, and not less than six feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the current version of the Public Works Design Standards and Transportation System Plan.

Findings: Public walkways abutting the site are currently designed to ODOT standards. Applicant will be required to close eastern access, rebuild the sidewalk, and provide curbing along OR-211 prior to occupancy. This standard is met.

6. **Walkway Construction (Private).** Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other City-approved durable surface meeting ADA requirements. Walkways shall be not less than six feet in width in Central Commercial and mixed-use developments and where access ways are required for subdivisions under Division IV.

Findings: The applicant's plans show concrete private walkways 5 feet in width.



6 foot wide private walkways are required. Final plans submitted with future development permits shall show the 6-foot wide walkways meeting the standard. This standard can be met as conditioned.

7. Multi-Use Pathways. Multi-use pathways, where approved, shall be a minimum width and constructed of materials consistent with the current version of the Public Works Design Standards and Transportation System Plan.

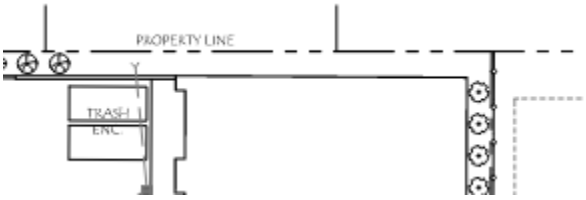
Findings: No multi-use pathways are proposed. This standard does not apply.

Chapter 17-3.4 - Landcaping, Fences and Walls, Outdoor Lighting

17-3.4.030 Landscaping and Screening

A. **General Landscape Standard.** All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, or parking shall be landscaped.

Findings: The area between the existing house and the street includes an internal drive of gravel and asphalt that is not included in the applicant's site plan for development and is required to be removed as a condition of approval. Because the area is not being developed with buildings, maneuvering areas, or parking, the area is required to be landscaped to meet this standard and will also satisfy the requirement for a landscaped forecourt to waive the build-to-line requirements. The applicant's landscaping plan also shows that landscaping is not included in the rear yard setback between the building, the trash collection area, and the northern property line.



Because these areas are not being developed with buildings, maneuvering areas, or parking, these areas are required to be landscaped to meet this standard. Therefore, a condition of approval is recommended requiring a revised landscaping plan providing the required landscaping in these areas. This standard can be met as conditioned.

B. **Minimum Landscape Area.** All lots shall conform to the minimum landscape area standards of the applicable zoning district, as contained in Tables 17-2.2.040.D and 17-2.2.040.E. The Planning Official, consistent with the purposes in Section 17-3.4.010, may allow credit toward the minimum landscape area for existing vegetation that is retained in the development.

Findings: Table 17.2.2.040.E identifies a required 10-foot setback that applies in C zones adjacent to residential districts. The applicant's landscape plan shows a 5-foot setback long the rear lot line adjacent to the abutting residential district. Therefore, a condition of approval is recommended requiring a revised landscaping plan to be consistent with the other civil sheets. Otherwise, the minimum requirements of Table 17-2.2.040.E are met. This standard can be met as conditioned.

C. **Plant Selection.** A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors.

When new vegetation is planted, soils shall be amended and irrigation shall be provided, as necessary, to allow for healthy plant growth. The selection of plants shall be based on all of the following standards and guidelines:

1. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.
2. Plant species that do not require irrigation once established (naturalized) are preferred over species that require irrigation.
3. Trees shall be not less than two-inch caliper for street trees and one and one-half-inch caliper for other trees at the time of planting. Trees to be planted under or near power lines shall be selected so as to not conflict with power lines at maturity.
4. Shrubs shall be planted from five-gallon containers, minimum, where they are for required screens or buffers, and two-gallon containers minimum elsewhere.
5. Shrubs shall be spaced in order to provide the intended screen or canopy cover within two years of planting.
6. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 75 percent at maturity.
7. Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover not more than 35 percent of any landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.
8. Where stormwater retention or detention, or water quality treatment facilities are proposed, they shall meet the requirements of the current version of the Public Works Design Standards.
9. Existing mature trees that can thrive in a developed area and that do not conflict with other provisions of this Code shall be retained where specimens are in good health, have desirable aesthetic characteristics, and do not present a hazard.
10. Landscape plans shall avoid conflicts between plants and buildings, streets, walkways, utilities, and other features of the built environment.
11. Evergreen plants shall be used where a sight-obscuring landscape screen is required.
12. Deciduous trees should be used where summer shade and winter sunlight is desirable.
13. Landscape plans should provide focal points within a development, for example, by preserving large or unique trees or groves or by using flowering plants or trees with fall color.

14. Landscape plans should use a combination of plants for seasonal variation in color and yearlong interest.
15. Where plants are used to screen outdoor storage or mechanical equipment, the selected plants shall have growth characteristics that are compatible with such features.
16. Landscape plans shall provide for both temporary and permanent erosion control measures, which shall include plantings where cuts or fills, including berms, swales, stormwater detention facilities, and similar grading, is proposed.
17. When new vegetation is planted, soils shall be amended and irrigation provided, as necessary, until the plants are naturalized and able to grow on their own.

Findings: The applicant shall be required to submit a final landscape plan prior to the issuance of a building permit meeting the above requirements. These standards can be met.

D. Central Commercial C-1 District Streetscape Standard. Developers of projects within the Central Commercial C-1 zoning district can meet the landscape area requirement of subsection B, in part, by installing street trees in front of their projects. The Planning Official shall grant credit toward the landscape area requirement using a ratio of 1:1, where one square foot of planted area (e.g., tree well or planter surface area) receives one square foot of credit. The Planning Official may grant additional landscape area credit by the same ratio where the developer widens the sidewalk or creates a plaza or other civic space pursuant to Section 17-3.2.050.

Findings: The subject property is not in the C-1 zone. These standards do not apply.

E. Parking Lot Landscaping. All of the following standards shall be met for parking lots. If a development contains multiple parking lots, then the standards shall be evaluated separately for each parking lot.
    1. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of shade trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees shall be planned so that they provide a partial canopy cover over the parking lot within five years. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

Findings: The planned parking area provides less than 12 spaces. This standard does not apply.

2. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 10 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than six feet, to ensure adequate soil, water, and space for healthy plant growth.

Findings: The parking area does not propose more than 20 spaces. This standard does not apply.

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within two years of planting, not less than 50 percent of that area is covered with living plants.

Findings: The applicant's submitted landscaping plan meets the standard.

4. Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than two feet from any such barrier.

Findings: The Applicant's submitted site plan shows that parking stalls will have wheel stops to protect landscaping areas. This standard is met.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

Findings: The project does not involve trees planted in tree wells within sidewalks or other paved areas. Thia standard does not apply.

F. Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the Planning Official. Landscaping shall be provided pursuant to the standards of subsections F.1 through 3. (See also Figure 17-3.4-4.)

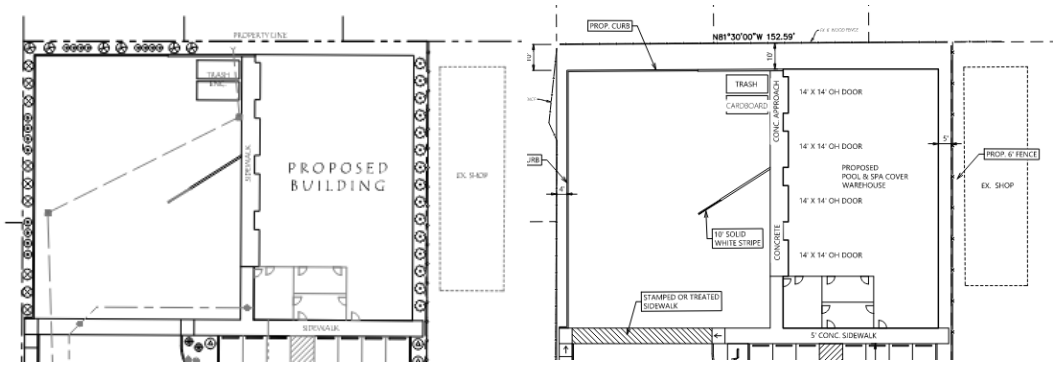
1. Outdoor Storage and Unenclosed Uses. All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than required parking lots and service and delivery areas, per Site Design Review), and areas containing junk, salvage materials, or similar contents, shall be screened from

view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See also Section 17-3.4.040 for related fence and wall standards.

2. **Parking Lots.** The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting a sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between three feet and four feet.
3. **Other Uses Requiring Screening.** The Planning Official may require screening in other situations as authorized by this Code, including, but not limited to, outdoor storage areas, blank walls, Special Uses pursuant to Chapter 17-2.3, flag lots, and as mitigation where an applicant has requested an adjustment pursuant to Chapter 17-4.7.

Findings: The proposed parking lot has substantial separation from the nearest right-of-way. The site abuts single-family residences to the north. The site plan shows a truck loading area in front of the proposed warehouse and a truck movement exhibit that illustrates how this area might be used by delivery trucks. The proximity to the adjacent residential uses in the neighboring residential district raises questions regarding the impact to those homes such as light and glare from delivery truck headlights, noise associated with delivery vehicles, and visual impact of the building to these residences.

The applicant states that these potential impacts are minimized by providing landscaping buffering around the boundary of the site, lighting that faces the interior of the site, and a low impact use on the site noting that the business only anticipates one truck per week. Staff have already observed that the landscape plan needs to be revised to meet the minimum required 10-foot rear setback. The site plans show an existing six-foot high fence along the rear property line and landscaping along a portion of the boundary.



Staff observe that the proposed building is 22 feet high and has the potential to present a large blank wall to the abutting residences to the north and landscaping is not included in the landscape plan that would soften the impact of the wall to the neighbors. The ten-foot-deep setback presents the opportunity to address the impact with Arborvitae or similar species that

reaches a minimum of 8 feet in height at maturity to soften the impact of the portion of the blank wall extending above the existing 6-foot high fence. This is included as a condition of approval. These standards can be met as conditioned.

G. **Maintenance.** All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

Findings: As an ongoing condition of approval all landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

17-3.4.040 Fences and Walls

A. **Purpose.** This section provides general development standards for fences, and walls that are not part of a building, such as screening walls and retaining walls.

B. **Applicability.** Section 17-3.4.040 applies to all fences, and to walls that are not part of a building, including modifications to existing fences and walls.

Findings: The applicant has proposed fencing along the eastern boundary of the property. This section applies.

C. Height.

1. Residential Zones.

Findings: The Applicant's proposal is in a non-residential zone. These standards do not apply.

2. **Non-Residential Zones.** Fences and freestanding walls (i.e., exclusive of building walls) for non-residential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall.

a. Within Front or Street-Facing Side Yard Setback. Four feet, except the following additional height is allowed for properties located within a Central Commercial, public, or institutional zone:

(1) Where approved by the City Planning Official, a fence constructed of open chain link or other "see-through" composition that allows 90 percent light transmission may reach a height of up to eight feet.

b. Within an Interior Side or Rear Yard Setback. Eight feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.

Findings: The applicant proposes a 6-foot-high fence within the eastern side setback. The fence can be reviewed for conformity with the applicable standard at the time of building permit. No fence is proposed in the rear setback, but there is an existing fence on the neighboring property. These standards can be met.

3. All Zones. Fences and walls shall comply with the vision clearance standards of Section 17-3.3.030.G. Other provisions of this Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this section.

Findings: An ongoing condition of approval is recommended to prevent visual obstructions in vision clearance areas. This standard is met.

D. Materials. Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in the M-2 Heavy Central Commercial zone); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.

Findings: The fence materials can be reviewed for conformity with the applicable standard at the time of building permit. Standard is met.

E. Permitting. A Type I approval is required to install a fence of six feet or less in height, or a wall that is four feet or less in height. All other walls and fences require review and approval by the Planning Official through a Type II procedure. The Planning Official may require installation of walls or fences as a condition of approval for development, as provided by other Code sections. A building permit may be required for some fences and walls, pursuant to applicable building codes. Walls greater than four feet in height shall be designed by a Professional Engineer licensed in the State of Oregon.

Findings: Fencing is being reviewed as part of this site design review. Additional fencing not included in this application will require a Type I approval.

F. Maintenance. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner. (Ord. 2017-08 §1)

Findings: This standard is met subject to a condition of approval. As an ongoing condition of approval, fences and walls shall be maintained in good condition, or otherwise replaced by the property owner.

17-3.4.050 Outdoor Lighting

A. **Purpose.** This section contains regulations requiring adequate levels of outdoor lighting while minimizing negative impacts of light pollution.

B. **Applicability.** All outdoor lighting shall comply with the standards of this section.

C. **Standards.**

1. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20 feet; pedestal- or bollard-style lighting shall be used to illuminate walkways. Flag poles, utility poles, and streetlights are exempt from this requirement.

Findings: According to the applicant's luminaire schedule, light poles are not proposed to exceed a height of 20 feet. The standard is met.

2. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.

Findings: The applicant's lighting plan meets the standard.

3. Outdoor lighting levels shall be subject to review and approval through Site Design Review. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention.

Findings: The applicant's lighting plan includes illumination zones demonstrating that lighting levels will not be greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention. This standard is met.

4. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.

Findings: The applicant's lighting plan indicates the lighting fixtures will be directed downwards and shielded. The standard is met.

5. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.

Findings: The applicant's lighting plan shows lighting is not installed where it will not obstruct public ways, driveways, or walkways. The standard is met.

6. Walkway lighting in private areas shall have a minimum average illumination of not less than 0.2 foot-candles. Lighting along public walkways shall meet the current version of the Public Works Design Standards and AASHTO lighting requirements.

Findings: This condition can be met at the time of building permit subject to a condition of approval. Applicant shall provide lighting/photometrics plan at the time of building permit showing illumination consistent with section 17-3.4.050.

7. Active building entrances shall have a minimum average illumination of not less than two foot-candles.

Findings: Lighting is not shown at building entrances but can be reviewed at the time of building permit.

8. Surfaces of signs shall have an illumination level of not more than two foot-candles.

Findings: The Applicant has not submitted signage with this application. This standard does not apply. Proposed signs will be held to this standard as submitted.

9. Parking lots and outdoor services areas, including quick vehicle service areas, shall have a minimum illumination of not less than 0.2 foot-candles, average illumination of approximately 0.8 foot-candles, and a uniformity ratio (maximum-to-minimum ratio) of not more than 20:1.

Findings: The application does not propose lighting. If outdoor lighting is proposed in the future, it will be subject to the requirements of this section.

10. Where illumination grid lighting plans cannot be reviewed or if fixtures do not provide photometrics and bulbs are under 2,000 lumens, use the following guidelines:

    a. Poles should be no greater in height than four times the distance to the property line.

    b. Maximum lumen levels should be based on fixture height.

    c. Private illumination shall not be used to light adjoining public right-of-way.

Findings: According to the applicant's luminaire schedule, bulbs greater than 2000 lumens are planned. These provisions do not apply.

11. Where a light standard is placed within a walkway, an unobstructed pedestrian through zone not less than 48 inches wide shall be maintained.

Findings: The applicant's lighting plan shows lighting is not installed where it will not obstruct walkways. The standard is met.

12. Lighting subject to this section shall consist of materials approved for outdoor use and shall be installed according to the manufacturer's specifications.

Findings: The City assumes the applicant will follow manufacturer's specifications.

D. Permitting. A Type I approval is required to install or replace outdoor lighting. The Planning Official may require lighting as a condition of approval for some projects, pursuant to other Code requirements.

Findings: The preliminary lighting is being reviewed with this Type II application review.

Chapter 17-3.5 Parking and Loading

Section 17-3.5.020 Applicability and General Regulations

A. **Where the Regulations Apply.** The regulations of this chapter apply to all parking areas in all zones, at all times, whether parking is required by this Code or put in for the convenience of property owners or users.

B. **Occupancy.** All required parking areas must be developed in accordance with the requirements of this Code prior to occupancy of any structure on the subject site. Where landscaping, screening, or other improvements are required pursuant to this Code, all such improvements must be installed and approved by the Planning Official prior to occupancy.

Findings: These standards are met subject to a condition of approval. As a condition of approval, all landscaping, parking, lighting, and other improvements shall be installed by the Applicant and approved by the Planning Official prior to occupancy.

C. **Calculations of Amounts of Required and Allowed Parking.**

1. When computing parking spaces based on floor area, parking structures and non-leasable floor spaces, such as storage closets, mechanical equipment rooms, and similar spaces, are not counted.
2. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection C.3. When there are two or more separate primary uses on a site, the minimum and maximum parking for the site is the sum of the required or allowed parking for the individual primary uses. For shared parking, see Section 17-3.5.030.D.
3. When more than 50 percent of the floor area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum and maximum parking would be computed separately for the retail and warehouse uses.
4. Required parking spaces periodically used for the storage of equipment or goods may be counted toward meeting minimum parking standards, provided that such storage is an allowed use under Section 17-2.2.030, and is permitted as a Temporary Use under Section 17-2.3.160.

Findings: The Applicant calculated the parking requirement as follows:

The applicant is proposing the development of a 5,888 square foot office and inventory building for a pool and spa business. For inventory storage, the “warehouse” category provides the best guidance.

*Office (590sq.ft) = 2 vehicle parking spaces required

*Warehouse (5,298sq.ft) = 3 vehicle parking spaces required

Therefore, the proposed office and warehouse require a minimum of 5 on-site vehicle parking spaces. As shown on the site plan, there are 13 on-site vehicle parking spaces provided

The standard is met.

D. Use of Required Parking Spaces. Except as otherwise provided by this section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to Section 17-3.5.030.D.

E. Proximity of Parking to Use. Required parking spaces for residential uses must be located on the site of the use or on a parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces for nonresidential uses must be located on the site of the use or in a parking area that has its closest pedestrian access point within 800 feet of the site.

Findings: The proposed parking spaces are provided on site. These standards are met.

F. Improvement of Parking Areas. Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Code. For applicable design standards, see Chapter 17-3.2 Building Orientation and Design; Chapter 17-3.3 Access and Circulation; Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting and Chapter 17-3.6 Public Facilities. (Ord. 2017-08 §1)

Findings: Applicant has proposed onsite parking only. This provision does not apply.

Section 17-3.5.030 Automobile Parking

A. Minimum Number of Off-Street Automobile Parking Spaces. Except as provided by this subsection A, or as required for Americans with Disabilities Act compliance under subsection G, off-street parking shall be provided pursuant to one of the following three standards:

1. The standards in Table 17-3.5.030.A;

2. A standard from Table 17-3.5.030.A for a use that the Planning Official determines is similar to the proposed use; or
3. Subsection B Exceptions, which includes a Parking Demand Analysis option.

Findings: As previously discussed, the project requires 5 parking spaces and 13 are provided. The standard is met.

B. Carpool and Vanpool Parking Requirements.

2. Carpool and vanpool parking spaces shall be identified for the following uses:
    a. New Central Commercial and Central Commercial developments with 50 or more parking spaces;
    b. New institutional or public assembly uses; and
    c. Transit park-and-ride facilities with 50 or more parking spaces.
3. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
4. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.
5. Required carpool/vanpool spaces shall be clearly marked "Reserved—Carpool/Vanpool Only."

Findings: The submitted proposal involves commercial use with fewer than 50 parking spaces. No carpool or vanpool spaces are needed. This standard does not apply.

C. Exceptions and Reductions to Off-Street Parking.

Findings: The Applicant has not requested any off-street parking exceptions nor are any required. This standard is met.

D. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces for the use pursuant to Table 17-3.5.030.A, times a factor of:

1. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or
2. 1.5 spaces, for uses fronting no street with adjacent on-street parking; or

3. A factor based on applicant's projected parking demand, subject to City approval.

Findings: As shown by the applicant, 5 parking spaces are required for the new development. OR-211 does not provide adjacent on street parking. Therefore, the maximum parking allowed is equal to the minimum requirement times a factor of 1.5 or 8 spaces. To meet the standard, the applicant shall either submit a projected parking demand in compliance with D.3 above, supporting 13 spaces or reduce the number to between 5-8 spaces with building permit submissions. This can be submitted with future development permits subject to staff approval. This standard can be met.

E. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through a Type I Review.

Findings: The Applicant has not requested any shared parking arrangements. This standard does not apply.

F. Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this Code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 17-3.5.030.F and the figures below. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, sidewalks, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to Section 17-3.6.050.

Findings: All 13 proposed parking spaces are proposed at 90-degree angles from the drive aisle. MMC Table 17-3.5.030 F requires that 90 degree angled spaces, as proposed, have at least:

18' stall depth.

8.5' stall curb width

23' drive aisle (1 way).

The Applicant proposes parking stalls with 19' depth, 9'-10' width, and a drive aisle in excess of 23'. These standards are met.

G. **Adjustments to Parking Area Dimensions.** The dimensions in subsection E are minimum standards. The Planning Official, through a Type II procedure, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering area. For example, the Planning Official may approve an adjustment where an attendant will be present to move vehicles, as with valet parking. In such cases, a form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

Findings: The Applicant has not requested any modifications to parking area dimensions nor are any required. This standard does not apply.

H. **Americans with Disabilities Act (ADA).** Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

Findings: This standard is met subject to a condition of approval. As a condition of approval, parking shall be provided consistent with ADA requirements.

I. **Electric Charging Stations.** Charging stations for electric vehicles are allowed as an accessory use to parking areas developed in conformance with this Code, provided the charging station complies with applicable building codes and any applicable state or federal requirements.

Findings: No electric charging stations are proposed. This standard does not apply.

17-3.5.040 Bicycle Parking

A. **Standards.** Bicycle parking spaces shall be provided with new development and, where a change of use occurs, at a minimum, shall follow the standards in Table 17-3.5.040.A. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant to Section 17-3.5.030.C, the Planning Official may require bicycle parking spaces in addition to those in Table 17-3.5.040.A.

B. **Design.** Bicycle parking shall consist of staple-design steel racks or other City-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle, consistent with the Public Works Design Standards.

C. **Exemptions.** This section does not apply to single-family and duplex housing, home occupations, and agricultural uses.

D. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located to not conflict with the vision clearance standards of Section 17-3.3.030.G.

Findings: Table 17-3.5.040.A. requires 2 bike parking spaces per primary use or 1 per 10 vehicle spaces, whichever is greater. 2 bike parking spaces are required and the applicant has provided a staple style rack on their site plan, meeting that requirement. This standard is met.

17-3.5.040 Loading Areas

A. **Purpose.** The purpose of Section 17-3.5.050 is to provide adequate loading areas for Central Commercial and Central Commercial uses that do not interfere with the operation of adjacent streets.

B. **Applicability.** Section 17-3.5.050 applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The Planning Official shall determine through a Type I review the number, size, and location of required loading areas, if any.

C. **Standard**. Where an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. The Planning Official may restrict the use of other public rights-of-way, so applicants are advised to provide complete and accurate information about the potential need for loading spaces.

D. **Placement, Setbacks, and Landscaping.** Loading areas shall conform to the standards of Chapter 17-3.2 Building Orientation and Design; Chapter 17-3.3 Access and Circulation; and Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

E. **Exceptions and Adjustments.** The Planning Official, through a Type I Review, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority. (Ord. 2017-08 §1)

Findings: The project as proposed includes a large loading area that will allow trucks to maneuver in and out of the site without interfering with the operation of the adjacent street as shown on the applicant's truck tracking plan on Sheet C1.4. This standard is met.

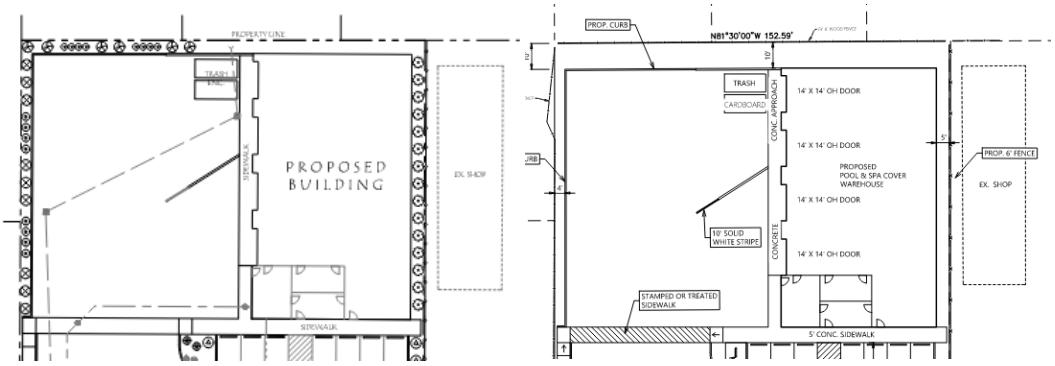
Chapter 17-3.6 Public Facilities

Findings: Staff incorporate the findings and conditions from the Public Works Memo in Exhibit C as findings in response to the applicable Sections of Chapter 17-3.6.

E. For non-residential uses, all adverse impacts to adjacent properties, such as light, glare, noise, odor, vibration, smoke, dust, or visual impact, are avoided; or where impacts cannot be avoided, they are minimized; and

Findings: The site plan shows a truck loading area in front of the proposed warehouse and a truck movement exhibit that illustrates how this area might be used by delivery trucks. The proximity to the adjacent residential uses in the neighboring residential district raises questions regarding the impact to those homes such as light and glare from delivery truck headlights, noise associated with delivery vehicles, and visual impact of the building to these residences.

The applicant states that these potential impacts are minimized by providing landscaping buffering around the boundary of the site, lighting that faces the interior of the site, and a low impact use on the site noting that the business only anticipates one truck per week Staff have already observed that the landscape plan needs to be revised to meet the minimum required 10-foot rear setback. The site plans show an existing six-foot high fence along the rear property line and landscaping along a portion of the boundary.



Staff observe that the proposed building is 22 feet high and has the potential to present a large blank wall to the abutting residences to the north and landscaping is not included in the landscape plan that would soften the impact of the wall to the neighbors. The ten-foot-deep setback presents the opportunity to address the impact with Arborvitae or similar species that reaches a minimum of 8 feet in height at maturity to soften the impact of the portion of the blank wall extending above the existing 6-foot high fence. This is included as a condition of approval. This criteria is met. Additionally, Staff has conditioned that delivery hours are to be restricted from 7AM – 9PM in accordance with the Artisanal and Light Manufacture Uses special use standards.

F. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable. Note: Compliance with other City codes and requirements, though not applicable land use standards, may be required prior to issuance of building permits.

Findings: The project is not subject to any outstanding conditions of approval. This criterion is met.

Exhibit B:

Application Package For

SDR01-2024

Community Development Department
315 Kennel Ave/PO Box 248
Molalla, OR 97038
Phone 503.759.0205
www.cityofmolalla.com

LAND USE ACTION APPLICATION

Type of land use action requested (more than one may apply)

Annexation:	☐	Conditional Use:	☐
Zone Change:	☐	Partition:	☐
Comp Plan Amendment:	☐	Site Design Review:	☑
Master Plan Development:	☐	Variance:	☐
Subdivision:	☐	Other:	

Applicant information
Name: Brandie Dalton - Multi/Tech Engineering Phone: (503) 363-9227
Mailing Address: 1155 13th Street SE
City: Salem State: Oregon Zip: 97034
Email: BDalton@mtengineering.net

Owner Information
Name: Superior Pool Covers Phone: (503) 829-8767
Mailing Address: 721 West Main Street
City: Molalla State: Oregon Zip: 97038
Email: chrisbarba226@gmail.com

Property Information
Site address: 721 West Main Street
Zoning district: C-2 Overlay: Tax lot # 4100
Tax Account Number(s): T: 5 S. R: 2 E. S: 8
Property dimensions: 152.50' x 288.76' Property acreage: 1.01 Acres
Surrounding property uses; North: SF South: HWY 211 East: Valley Farmer Supply
West: SF Topography: Flat

Project Information

Description of Proposal: Pool & Spa Wharehouse with an office along with Private and Public Civil Facilities.

Describe all existing buildings or structures on property: Existing Single Family House & Garage along with a couple of sheds and storage/shop building.

Prior Use: Single Family

Current Use: Single Family

Proposed Use: Pool & Spa Wharehouse with Single Family House & Garage

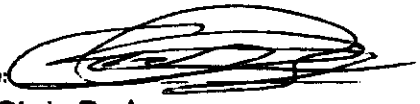
City Utilities Impacted: **Water:** ☑ **Sewer:** ☑ **Stormwater:** ☑ **None:** ☐

Site Plan(s) and Documents Required

1. Ownership documents if different than Clackamas County CMAP property information.
2. Provide All Easements, Covenants, Conditions, Restrictions, and Encumbrances on the property – Attach to this form.
3. Provide Elevation profiles meeting architectural standards of MCC 17-3.2.030 (D)
4. If your project is subservient to a prior project(s) please provide:
   - Planning File Number(s): PRE04-2022
   - Subdivision name/date approved
   - Special Planning Permits (attach): Conditional Use/Variance/Other:
   - Planning Conditions of Approval (attach)
5. Site/Plot Plan

Plot Plan Requirements

- Applicant's name and address.
- Legal description of the property (Township, Range, Section and Tax Lot).
- SITE PLAN MUST INCLUDE DIMENSIONS OF ALL EXISTING AND PROPOSED STRUCTURES, PROPERTY LINES, SETBACKS, AND DRIVEWAYS.
- Direction of North.
- Driveway location and location of adjacent streets.
- Proposed and existing structures.
- Location of any existing wells on the property.
- Walkways, patios, patio slabs, and mechanical units (e.g. air conditioning unit)
- Location of existing and proposed utility connections.
- Approximate ground slope and direction of the slope.
- Property Lines.
- Position of all creeks, streams, ponds, springs, or other drainageways.
- Relative elevations (1) At lot corners or construction area, and (2) At building site.
- Existing and proposed easements.
- All streets abutting the property.
- All existing and proposed site features must be included and labeled as such.
- You must also indicate what is proposed to remain and what is proposed to be removed.

Owner's Signature:  Date: 11/25/24

Printed Name: Chris Barba Date: 11/25/24

Office/Warehouse Building

January 14, 2025

Property:
-721 W Main Street
-1 Acre
-C-2 Zone (General Commercial District)
-52E08AC/Tax Lot 4100

Proposal: The applicant proposes the development of a 5,888 square-foot office and warehouse building for pool and spa covers. The new building will be located in the northeast corner of the site and the existing single-family dwelling will remain in the southern portion of the site as shown on the site plan.

The development consists of the following:

*5,888 square-foot office/warehouse building
*13 vehicle parking spaces

Site Design Review Criteria

17-4.2.050 Approval Criteria:

A. The application is complete, in accordance with Section 17-4.2.040;

Findings: The application provides the required materials. The following have been submitted:
Cover Sheet-Sheet C1.1
Existing Conditions Plan-Sheet C1.2
Proposed Site Plan-Sheet C1.3
Truck Tracking Plan-Sheet C1.4
Lighting Plan-Sheet C1.5
Grading Plan-Sheet C2.1
Storm Drain Plan-Sheet C3.1
Sanitary Sewer Plan-Sheet C4.1
Water Plan-Sheet C5.1
Architectural Drawings
Narrative
Signed Application
Traffic Analysis Letter Dated November 19, 2024
Preliminary Landscape Plan Dated December 3, 2024
Preliminary Drainage Report Dated December 2024

B. The application complies with all of the applicable provisions of the underlying Zoning District (Division II), including, but not limited to, building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards;

Findings: General Commercial District C-2 MMC 17.2.2.040: Land Uses and Development Standards:

Lot Area: The subject property is 1 acre in size. The applicant is not dividing the property. The property will remain as one lot, with the new building located in the northeast corner of the site and the existing house remaining in the southern portion of the site as shown on the site plan.

Lot Width: The subject property has a lot width of about 152.50 feet along West Main Street.

Lot Depth: The subject property has an average lot depth of about 284.76 feet.

Building Height: The maximum building height allowed is 45 feet. The proposed building is 22 feet in height.

Setbacks:

*Front and Street Side (South Side along Main Street): The proposed building is located in the northeast corner of the site and will be setback over 200' from the front property line along Main Street.

*Interior Side (East Side): The proposed building and parking area is setback 5 feet from the interior side property line, along with a 6-foot-high fence.

*Interior Side (West Side): The proposed building and parking area is setback124 feet from the interior side property line, along with a 6-foot-high fence.

*Rear (North Side): The property to the north is zoned residential, therefore, a 10-foot setback is required. The proposed building is setback 10 feet from the rear property line.

Minimum Setbacks

The code encourages build-to-line development to encourage pedestrian-oriented development. The site plans illustrate how the proposed building can be sited to meet all the required minimum setbacks.

Building Orientation

Building Orientation: Due to the existing SFD on the site that will remain, the proposed building is located in northeast corner of the site and is not located adjacent Main Street. The main

entrances to the storage units are provided with hard-surfaced pedestrian areas connecting to the public sidewalk system within the abutting streets. There is a paved 5-foot-wide sidewalk that runs through the site from the proposed building/parking areas to the sidewalk system along Main Street.

These standards are intended to promote building and site design that contribute positively to the overall streetscape by carefully relating building mass, entries, pedestrian access, and yards to public streets.

See Site Plans and building elevations of the buildings.

All building entrances will have direct pedestrian access to Main Street to the south. The entrances and design of the site provide safe and efficient pedestrian circulation within the development.

All office and storage unit entrances are physically and visually connected to the internal sidewalk system and the driveways. The development is open and lighted. See site plan.

The height of the buildings and structures conform to the measuring requirements in code. The building elevations are included with the application. See building elevations.

Detailed Design: The proposed building is long in design with pitched roofs and offsets.

Pedestrian Circulation and Access-All internal sidewalks consists of hard 5-foot wide surfaced area that provide easily identifiable and safe connections between the building and parking area. The sidewalks are raised above the surface of the travel lanes. This provides a clear separation between vehicles and pedestrians. Any pedestrian pathways that cross the parking area or driveways will be marked and a minimum of five feet wide.

The improved and unobstructed driveway provides emergency service access.

C. The proposal includes required upgrades, if any, to existing development that does not comply with the applicable zoning district standards, pursuant to Chapter 17-1.4 Nonconforming Situations;

Findings: The proposal is for a new development, therefore this criteria is not applicable. The existing SFD will remain on the site. However, no upgrades are needed because the existing SFD is in compliance with the Code.

D. The proposal complies with all of the Development and Design Standards of Division III, as applicable, including, but not limited to:

1. Chapter 17-3.3 Access and Circulation:

Findings:

Vehicle Access: Site Layout and Design specifies standards for safe, direct and convenient pedestrian circulation to assure compliance with the State's Transportation Planning Rule.

The walkways and hard surface areas connect the office and storage entrances to one another and to parking areas.

The "primary vehicle entrance", a 30-foot wide driveway, will be located along Main Street (South of the site).

The proposed 30-foot wide accessways provide safe and efficient circulation throughout the site and to the existing street system.

Thus, the proposal complies with this standard.

A Traffic Analysis letter Dated November 19, 2024 has been provide as part of this package. See attached document.

Fire Access and Turnaround: All interior access ways are 30 feet in width. The access way circulation pattern provides adequate fire access through the site. As required by code, the aisle widths are 30 feet wide and will provide adequate maneuvering areas that are unobstructed.

Pedestrian Access: All internal sidewalks consist of hard 5-foot-wide surfaced area that provide easily identifiable and safe connections between the building and parking area. The sidewalks are raised above the surface of the travel lanes. This provides a clear separation between vehicles and pedestrians. Any pedestrian pathway that cross the parking area or driveways will be marked and a minimum of five feet wide.

2. Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting:

Findings:

Landscaping: Code requires 5% of the site to be landscaped. The subject property is 1 acres in size. All required yards will be landscaped. All parking areas will be landscaped. As shown on the plans provided, there is 12,851 square feet of landscape area throughout the site. Therefore, 29% of the site is landscaped.

Landscape plans dated December 3, 2024 have been submitted as part of this submittal.

Thus, the proposal complies or will comply with this standard. All landscaping and screening requirements have been met. See attached site plans and landscape plans.

Fences and Walls: Fencing will be provided where required by code and as shown on the site plan. Sheet C1.3

Lighting: Lighting has been provided throughout the development as required by code. See attached site plan C1.5.

All impacts are minimized by providing landscaping buffering around the boundary of the site, lighting that faces the interior of the site, and a low impact use on the site. The type of use does not generate a high volume of traffic or noise. The building and landscaping will provide a noise and visual buffer for an adjacent use. See attached site plans.

3. Chapter 17-3.5 Parking and Loading:

Findings:

The subject property is 1 acre in size. The applicant is proposing the development of a 5,888 square foot office and warehouse building for a pool and spa business.

*Office (590sq.ft) = 1 vehicle parking space required

*Warehouse (5,298sq.ft) = 5 vehicle parking spaces required

Therefore, the proposed office and warehouse require a minimum of 6 on-site vehicle parking spaces.

As shown on the site plan, there are 13 on-site vehicle parking spaces provided.

Bicycle parking has been provided as well via a bike rack as shown on the site plans.

4. Chapter 17-3.6 Public Facilities: and

Findings: The development is for an office and warehouse facility for pool and spa covers. The developer is responsible for extending the necessary lines and providing connections at the time of development. Engineered construction plans will be submitted to the City as part of the construction plan submittal process. The City is responsible for reviewing and approving construction plans to assure compliance with code. Thus, the proposal complies or will comply with this standard for issuance of building permits.

The applicant has provided a preliminary grading and drainage plan prepared by a Professional. Storm drain plans as required (Sheet C3.1). A Preliminary Drainage Report dated December 2024 has been provided as part of this submittal.

5. Chapter 17-3.7 Signs:

Findings: Any signs on the subject property are subject to the permitting requirements of the City. As part of this proposal, any signs will be reviewed for compliance with City sign and design review code when building permits are submitted to the City for review and approval. Thus, the proposal complies or will comply with this standard.

E. For non-residential uses, all adverse impacts to adjacent properties, such as light, glare, noise, odor, vibration, smoke, dust, or visual impact, are avoided; or where impacts cannot be avoided, they are minimized; and

Findings: All impacts are minimized by providing landscaping buffering around the boundary of the site, lighting that faces the interior of the site, and a low impact use on the site. The type of use does not generate a lot of noise or high volume of traffic as stated in Traffic Memo dated November 19, 2024. The building will be storage for the pool cover business. The business on site will operated during normal business hours, with minimal traffic in and out of the site. The proposed use will generate less than 25 trips per hour during Peak Hours, along with only 1 delivery truck per week. Therefore, a Traffic Study is not required, which means traffic will be minimal and the surrounding area will not be impacted by traffic.

The property to the north is zoned residential, therefore, a 10-foot setback is required. The proposed building is setback 10 feet from the rear property line. The site plans illustrate how the proposed building can be sited to meet all the required minimum setbacks.

The proposed building will have minimal impacts on adjacent properties. There will be landscaping along the north, east and west property lines, along with a 6-foot-high sight obscuring fence to help provide screening. The building and landscaping will provide a noise and visual buffer for adjacent use. See attached site plans.

Therefore, the setbacks, landscaping, 6-foot-high sight obscuring fence, and minimal traffic in and out of the site will help to minimize impacts on the adjacent properties.

F. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

Findings: There are no existing conditions of approval for the site. However, any Conditions of Approval placed on the Site Design approval will be complied with.

17-2.2.030 Allowed Uses:

Findings: The subject property is 1 acre in size. The applicant is proposing the development of an office and warehouse facility for pool and spa covers. Both uses are permitted uses within the C-2 zone.

17-2.2.040 Lot and Development Standards:

Lot Area: The subject property is 1 acre in size. The applicant is not dividing the property. The property will remain as one lot, with the new building located in the northeast corner of the site and the existing house remaining in the southern portion of the site as shown on the site plan.

Lot Width: The subject property has a lot width of about 152.50 feet along West Main Street.

Lot Depth: The subject property has an average lot depth of about 284.76 feet.

Building Height: The maximum building height allowed is 45 feet. The proposed building is 22 feet in height.

Setbacks:

*Front and Street Side (South Side along Main Street): The proposed building is located in the northeast corner of the site and will be setback over 200' from the front property line along Main Street.

*Interior Side (East Side): The proposed building and parking area is setback 5 feet from the interior side property line, along with a 6-foot-high fence.

*Interior Side (West Side): The proposed building and parking area is setback124 feet from the interior side property line, along with a 6-foot-high fence.

*Rear (North Side): The proposed building is setback 10 feet from the rear property line.

The code encourages build-to-line development to encourage pedestrian-oriented development. The site plans illustrate how all the proposed buildings can be sited to meet all the required minimum setbacks.

Landscaping: Code requires 5% of the site to be landscaped. The subject property is 1 acres in size. All required yards will be landscaped. All parking areas will be landscaped. As shown on the plans provided, there is 12,851 square feet of landscape area throughout the site. Therefore, 29% of the site is landscaped.

17-2.3.090 Dwellings in Commercial and Industrial Zones:

A. Purpose. This section provides standards for residential uses in the C-1, C-2 and M-1, M-2 zones.

B. Applicability. This section applies to dwellings in the C-1, C-2 and M-1, M-2 zones.

C. Standards. Residential uses in the C-1, C-2 and M-1, M-2 zones shall conform to all of the following standards:

> ***1. New residential uses shall not be located in a ground building floor space in the C-1 and C-2 zones.***
>
> ***2. Single-family dwellings lawfully existing as of November 10, 2017, may continue as permitted uses; and in the event of involuntary damage or destruction due to fire or other event beyond the owner's control, such single-family use may be rebuilt and reestablished pursuant to Section 17-2.030 and applicable building codes.***

Findings: The subject property is zoned C-2. There is an existing single-family dwelling (SFD) and garage located on the southern portion of the site that will remain as shown on the attached site plans. Per Clackamas County records, the existing SFD was built in 1950 and lawfully exist on the site (all setbacks are met). The existing SFD is under the same ownership as the proposed building and will remain under the same ownership. Therefore, the existing SFD may continue as a permitted use. See attached property information.

17-3.2.040 Non-Residential Buildings:

Building Orientation (B): Due to the existing SFD on the site that will remain, the proposed building is located in northeast corner of the site and is not located adjacent Main Street. The main entrances to the storage units are provided with hard-surfaced pedestrian areas connecting to the public sidewalk system within the abutting streets. There is a paved 5-foot-wide sidewalk that runs through the site from the proposed building/parking areas to the sidewalk system along Main Street.

These standards are intended to promote building and site design that contribute positively to the overall streetscape by carefully relating building mass, entries, pedestrian access, and yards to public streets.

See Site Plans and building elevations of the buildings.

All building entrances will have direct pedestrian access to Main Street to the south. The entrances and design of the site provide safe and efficient pedestrian circulation within the development.

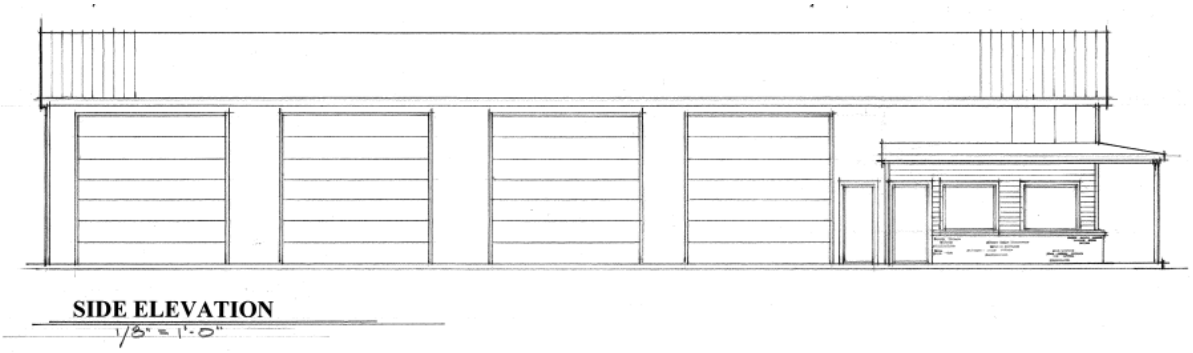
All office and storage unit entrances are physically and visually connected to the internal sidewalk system and the driveways. The development is open and lighted. See site plan.

The height of the proposed building conforms to the measuring requirements in code. The building elevations are included with the application. See building elevations.

The buildings are long in design with pitched roofs and offsets.

Large-Format Development (C): The development is 5,888 square feet in size and therefore, is not a large development. Therefore, this criteria is not applicable.

Primary Entrances and Windows (D): The proposed use is for an office and warehouse facility. The warehouse and the office both have several entrances along with a primary entrance.



Articulation and Detailing (E): The height of the buildings and structures conform to the measuring requirements in code. The building elevations are included with the application. See building elevations.

Pedestrian Shelters (F): Due to the type of use proposed, this criteria is not applicable.

Mechanical Equipment (G): Due to the type of use proposed, this criteria is not applicable.

Civic Space (H): Due to the type of use proposed, this criteria is not applicable.

Drive-Up and Drive-Through Facilities (I): Due to the type of use proposed, this criteria is not applicable.

17-3.2.050 Civic Space and Pedestrian Amenities:

The applicant is proposing the development of an office and warehouse facility for their pool and spa cover business. There are no civic spaces. However, there are pedestrian sidewalks throughout the site to the existing sidewalk system within Main Street.

17-4.1.040 Type III Procedure:

The proposed development requires a Type 3 process which requires a Planning Commission public hearing and decision.

The applicant is requesting that the City prepare the public notice emailing list and has submitted the correct fee for with the application filing fees. The applicant is required to post the property with a notice of the public hearing on a sign prepared by the City. Thus, the proposal will comply with this standard.

WEST MAIN STREET MOLALLA

721 WEST MAIN STREET
T. 5 S., R. 2 E., SEC. 8 W.M.
CITY OF MOLALLA
CLACKAMAS COUNTY, OREGON
TAX LOT 4100

UTILITY CONTACTS:

NATURAL GAS
NW NATURAL
ATTN: BRIAN KELLY
220 NW 2ND AVENUE
PORTLAND, OR 97209
(503) 220-2427

POWER
PORTLAND GENERAL ELECTRIC
ATTN: SERVICE COORDINATORS
3700 SE 17TH AVENUE
PORTLAND, OR 97202
(503) 736-5450

COMMUNICATIONS
MOLALLA COMMUNICATIONS COMPANY
176 GRANGE AVENUE
MOLALLA, OR 97038
(503) 829-1147

ASTOUND BROADBAND
669 RAY J. GLATT CIRCLE
WOODBURN, OR 97071
(971) 338-8127

WATER, SANITARY SEWER, AND STORM DRAINAGE
CITY OF MOLALLA PUBLIC WORKS
ATTN: SAM MILLER
315 KENNEL AVENUE
MOLALLA, OR 97038
(503) 759-0217
SMILLER@CITYOFMOLALLA.COM

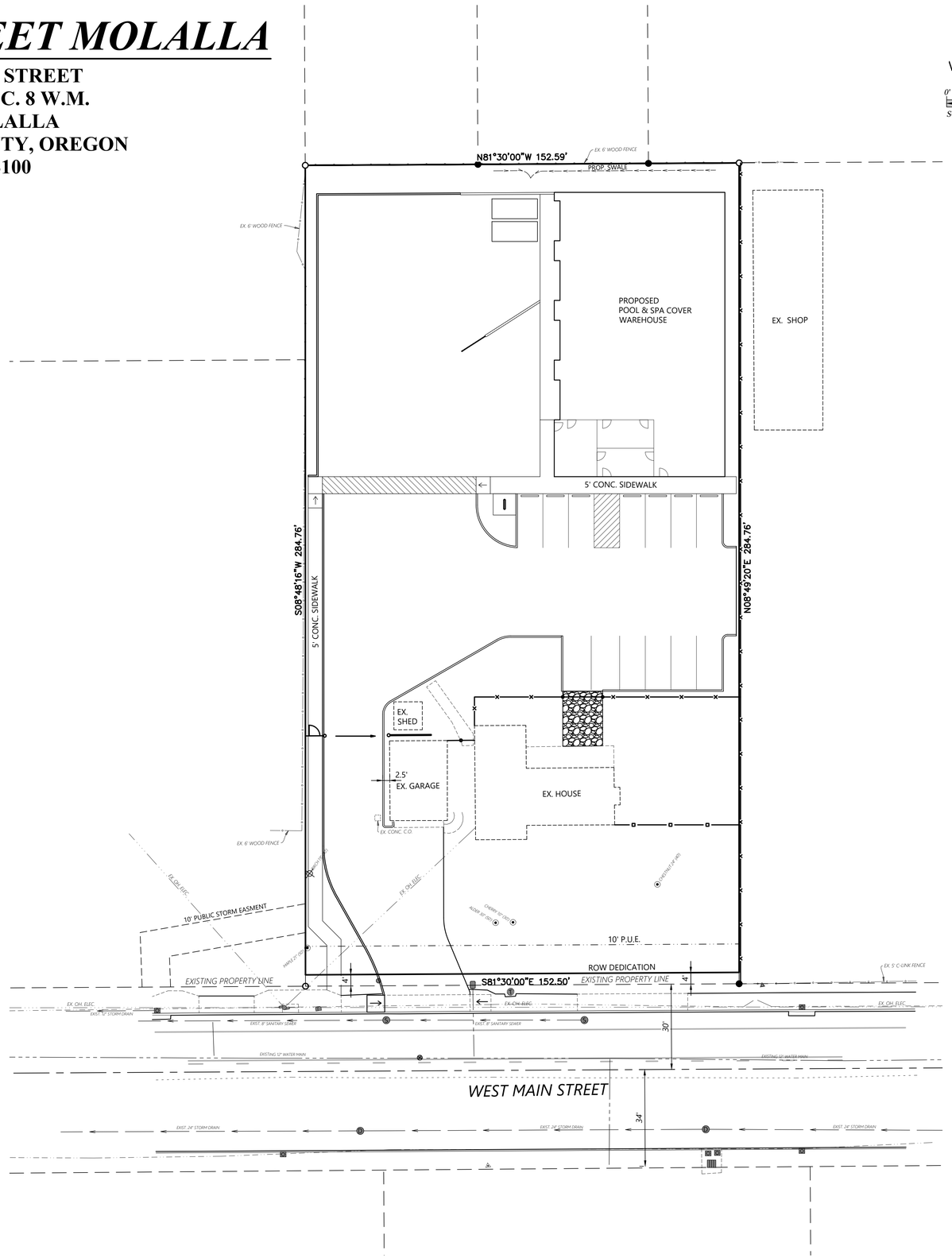
ABBREVIATIONS

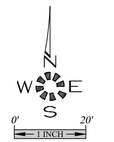
A.C.	ASPHALTIC CONCRETE	L	LENGTH, LINE
ACMP	ALUMINIZED CMP	L.P.	LIGHT POLE
ASSY.	ASSEMBLY	M	METER, MAIN
B.O.	BLOW OFF	M.H.	MANHOLE
B.F.V.	BUTTERFLY VALVE	MTL.	METAL
C & G	CURB & GUTTER	O.H.	OVERHEAD
CATV	CABLE TELEVISION	PC	POINT OF CURVE
C.B.	CATCH BASIN	PCC	POINT OF CONTINUING CURVE
C.B.C.O.	CATCH BASIN CLEANOUT	PED	PEDESTAL
C.B.I.	CATCH BASIN INLET	PRC	POINT OF REVERSE CURVE
CCR	COMPACTED CRUSHED ROCK	PROP.	PROPOSED
C.L.	CENTERLINE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PUB.	PUBLIC
C.O.	CLEANOUT	PUE	PUBLIC UTILITY EASMT.
CONC.	CONCRETE	PVC	POLYVINYL CHLORIDE
CONST.	CONSTRUCT	PVT.	PRIVATE
D.I.	DUCTILE IRON	P.P.	POWER POLE
DIA.	DIAMETER	P.L.	PROPERTY LINE
DWG	DRAWING	R	RADIUS
EASMT.	EASEMENT	R-	RIM
E.G.	EXIST. GRADE / GROUND	RD	ROOF DRAIN
EOP, E.P.	EDGE OF PAVEMENT	R.O.W.	RIGHT-OF-WAY
ELEC.	ELECTRIC	SAN.S. or S.S.	SANITARY SEWER
ELEV. or EL.	ELEVATION	S	SLOPE
EX. or EXIST.	EXISTING	S.Q.F.	STORMWATER QUALITY FACILITY
F.D.C.	FIRE DEPT. CONNECTION	STA.	STATION
FT.	FEET	STD.	STANDARD
F.F.	FINISH FLOOR	STL.	STEEL
F.G.	FINISH GRADE	STM.DRN. or S.D.	STORM DRAIN
F.H.	FIRE HYDRANT	SVC.	SERVICE
F.M.	FORCE MAIN	SW	SIDEWALK
GUT. or GTR.	GUTTER	T.C.	TOP OF CURB
G.V.	GATE VALVE	TEL.	TELEPHONE
IMP.	IMPROVEMENT	TYP.	TYPICAL
INST.	INSERT	U.G.	UNDERGROUND
INV. or I-	INVERT	VLT.	VAULT
		W.M.	WATER MAIN

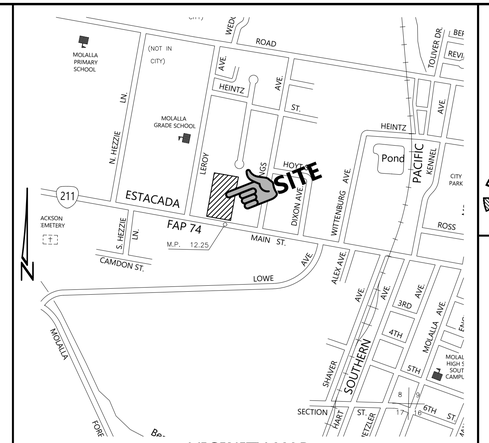
SYMBOLS

EX.	PROP.		EX.	PROP.	
⊖	◓	BLOW OFF ASSY.	Ⓢ	Ⓢ	MANHOLE SAN. SEWER
▥	■	CATCH BASIN	Ⓓ	Ⓓ	MANHOLE STORM DRAIN
◘	■	CATCH BASIN CLEANOUT	②	②	2' DIA. C.O. / M.H.
◘	◙	CATCH BASIN CURB INLET	Ⓣ	Ⓣ	MANHOLE TELEPHONE
△	▲	CATV PED. / BOX	Ⓦ	Ⓦ	MANHOLE WATER
○	●	CLEANOUT	▷	▶	REDUCER / INCREASER
◪	◪	ELEC. PED. / BOX	⊠	⊠	TEL. PED. / BOX
⊲⊳	⊲⊳	FIRE HYDRANT	▭	▭	TRAFFIC PED. / BOX
◈	◈	GAS LOCATION MARKER	⊸	⊸	UTILITY / POWER POLE
⋈	⋈	GAS VALVE	▢	■	WATER METER
⌂	⌂	MAIL BOX	⊗	⊗	WATER VALVE

CABLE TELEVISION	SANITARY SEWER EXIST.
CENTERLINE	SANITARY SEWER CONST.
DITCH C.L.	STORM DRAIN EXIST.
ELECTRICAL LINE	STORM DRAIN CONST.
GAS MAIN	WATER MAIN EXIST.
TELEPHONE LINE	WATER MAIN CONST.







BENCHMARK
CLACKAMAS COUNTY BENCHMARK
3-1/4" BRONZE DISK LOCATED AT THE INTERSECTION OF STATE HIGHWAY 211 AND ONE WAY.
BENCHMARK ELEVATION = 340.16
NAVD 88

Owner / Developer:

SUPERIOR POOL COVERS

721 WEST MAIN STREET
MOLALLA, OREGON, 97071
(503) 829-8767
SERVICE@SUPERIORPOOLCOVERS.COM

MARK GRENZ, P.E.
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OR, 97301
(503) 363-9227
MGRENZ@MTENGINEERING.NET

ROBERT HAMMAN, P.L.S.
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OR, 97301
(503) 363-9227
RHAMMAN@MTENGINEERING.NET

BRANDIE DALTON, LAND PLANNER
MULTI/TECH ENGINEERING SERVICES, INC.
1155 13TH ST. S.E.
SALEM, OR, 97301
(503) 363-9227
BDALTON@MTENGINEERING.NET

SHEET INDEX

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH.: (503) 363-9227 FAX: (503) 364-1260
www.mtengineering.net office@mtengineering.net

PRIVATE COVER SHEET

MOLALLA

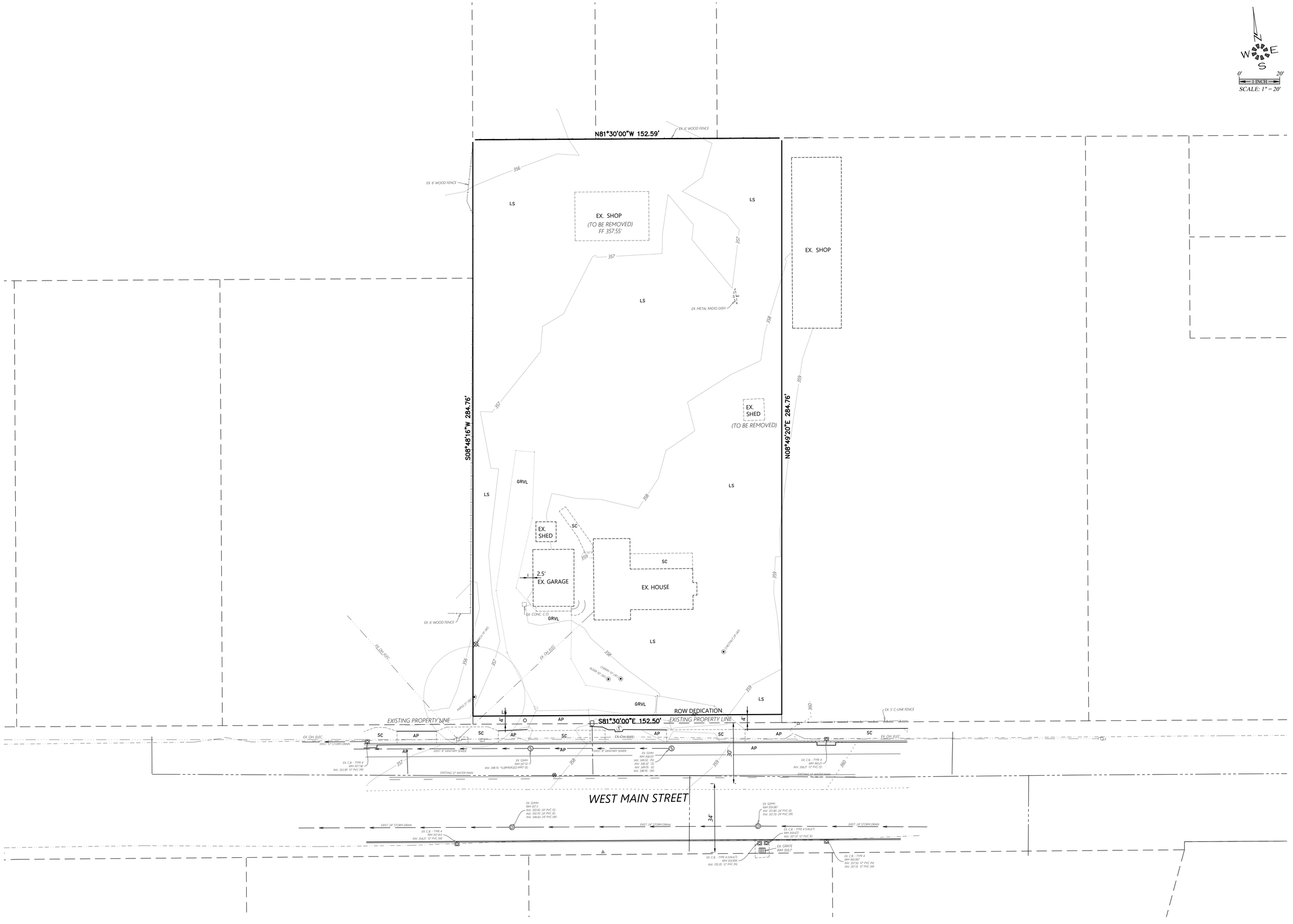
WEST MAIN STREET MOLALLA

7629p C1.1-COV
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 7/19/2025
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 11, 1978
MARK D. GRENZ
EXPIRES: 06-30-2025

JOB # 7629

C1.1



N
W E
S

0' 20'
1 INCH
SCALE: 1" = 20'

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

EXISTING CONDITIONS PLAN

WEST MAIN STREET MOLALLA

Design:	M.D.G.
Drawn:	J.P.H.
Checked:	J.B.
Issue Date:	1/14/25
Scale:	AS SHOWN

JN:7629 C1.2.DGN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 4, 1976
MARK D. GRENZ

EXPIRES: 06-30-2025

JOB # 7629

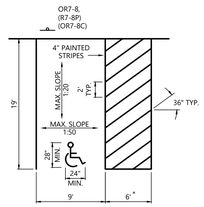
C1.2

J:\Tax\7629-Superior Pool Covers Warehouse\Dwg\v25\7629p.dwg C1.2 EX. 1/14/2025 10:48:59 AM. JNollingsworth

SITE AREAS

SITE AREA	**44,048**	**S.F.**
TOTAL HARDSPACE	**31,197**	**S.F. (70.83%)**
BUILDING COVERAGE	**7,913**	**S.F. (17.96%)**
EXISTING BLD.	**2,025**	**S.F. (4.60%)**
PROPOSED BLD.	**5,888**	**S.F. (13.37%)**
SIDEWALK	**1,919**	**S.F. (4.36%)**
DRIVE AISLE & PARKING	**20,331**	**S.F.(46.16%)**
LANDSCAPE	**12,851**	**S.F. (29.17%)**

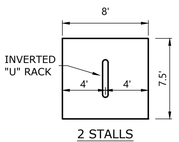
13 TOTAL PARKING STALLS
10 STANDARD STALLS (19'X9')
1 HANDICAP STALL
2 EXISTING HOUSE PARKING STALLS (19'X10')
2 BIKE PARKING STALLS



NOTES:
1. PAVEMENT STENCIL WHITE
2. BLUE BACKGROUND & BLUE PAINTED CURB OPTIONAL
* 8' FOR VAN-ACCESSIBLE (INCLUDE R7-8P)
* 8' FOR WHEELCHAIR USER ONLY (INCLUDE OR7-8C)

MINIMUM STATE STANDARD
SINGLE-DISABLED PERSON
PARKING SPACE
-NTS-

PEDESTRIAN CROSSING
THE ACCESSWAY CROSSING SHALL BE CONSTRUCTED WITH CONCRETE AND EITHER STAMPED OR TREATED TO FORM A PATTERN OVER THE 5' WIDTH. 9" CONCRETE ON 6" BASE ROCK.



2 STALLS

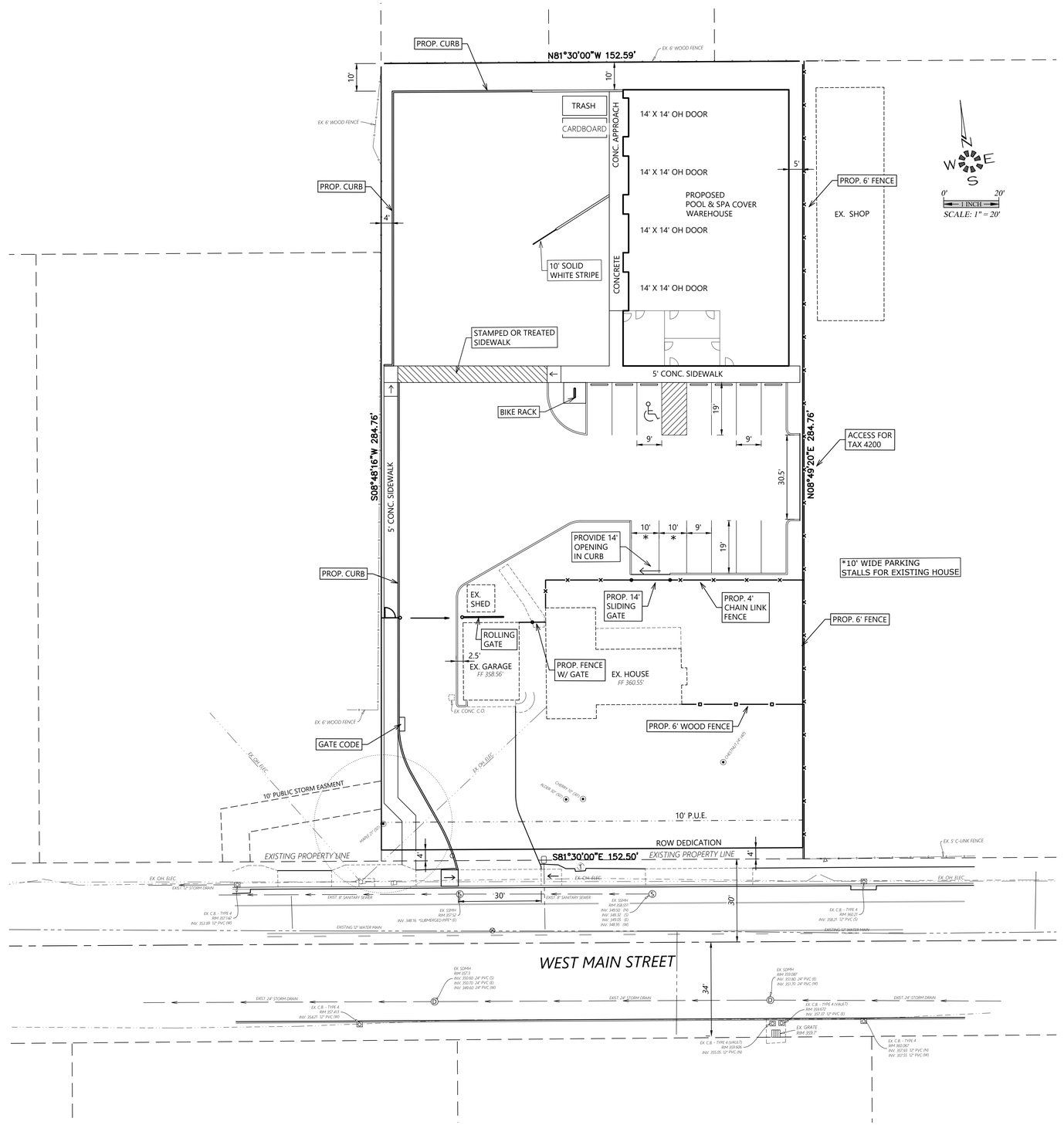
TYPICAL BICYCLE RACK
NTS

ADA HANDICAP ACCESSIBLILITY NOTES:

1. ALL ON-SITE WALKWAYS, PEDESTRIAN CONNECTIONS TO THE PUBLIC SIDEWALK AND ROUTES TO BUILDING ENTRANCES ARE ACCESSIBLE WITH RUNNING SLOPES LESS THAN 5% AND CROSS SLOPE LESS THAN 2% MAX. LANDINGS AT BOTTOM OF STAIRS AND EXT. FACE OF ENTRANCE DOORS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 2%.

2. HANDICAP PARKING STALLS AND ACCESS AISLES ARE TO HAVE SLOPES IN ANY DIRECTION OF LESS THAN 2% MAX. GRAPHIC MARKINGS & SIGNAGE FOR HANDICAP AND VAN ACCESSIBLE STALLS WILL BE PER OSSC 2010 CHPTR. 11 AND ORS. REQUIREMENTS.

3. HANDICAP ACCESSIBLE CURB RAMPS SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.



MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH.: (503) 363-9227 FAX: (503) 364-1260
www.mtengineering.net office@mtengineering.net

SITE PLAN

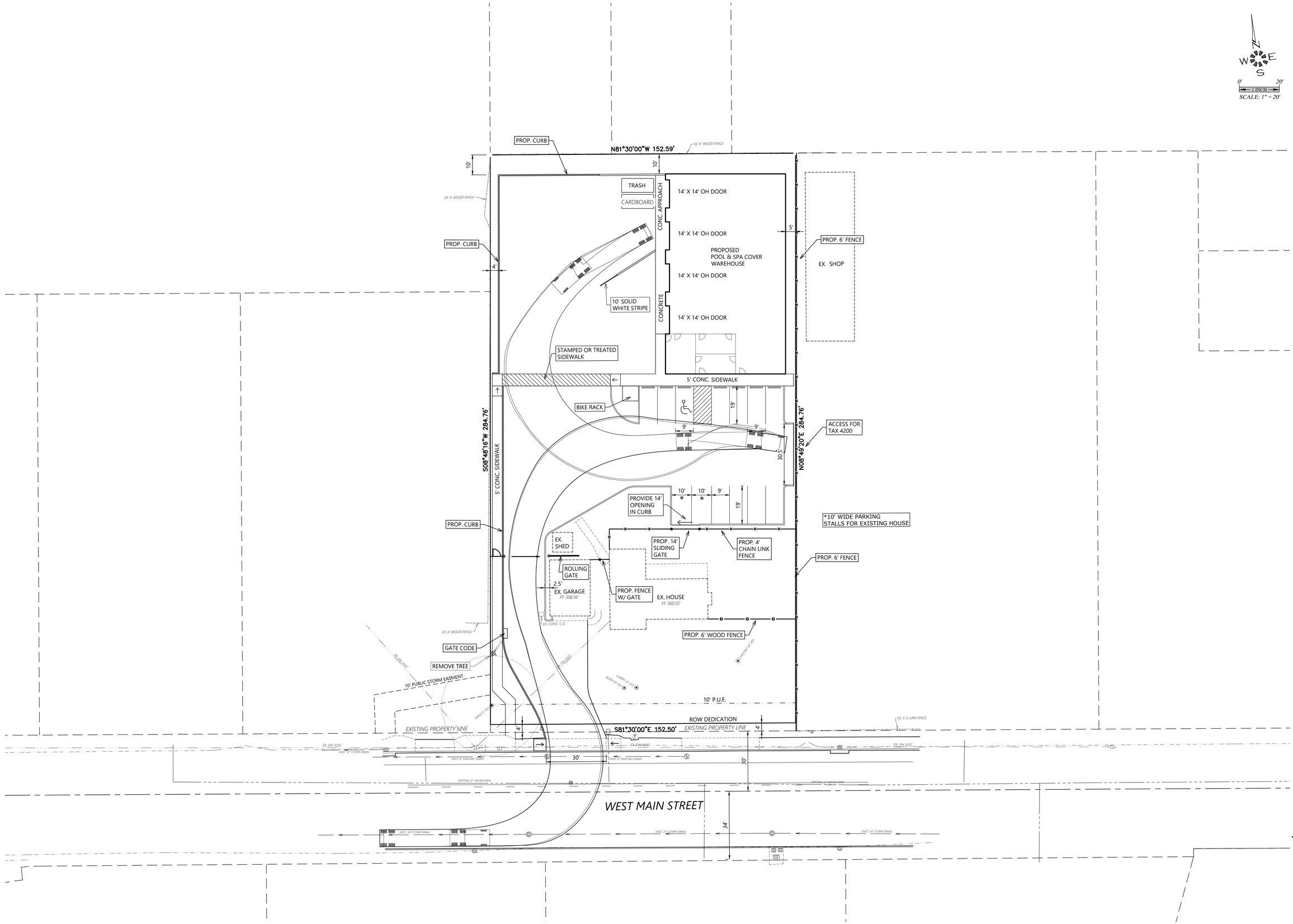
WEST MAIN STREET MOLALLA

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2025

JOB # 7629

C1.3



0' 20'
1 INCH
SCALE: 1" = 20'

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

TRUCK TRACKING PLAN

WEST MAIN STREET MOLALLA

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

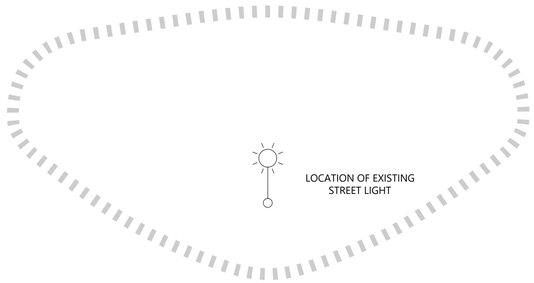
7629p C1.4-TRUCK

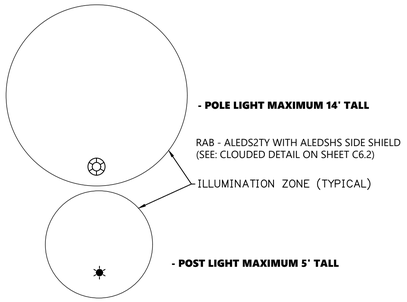
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 11, 1978
MARK D. GRENZ
EXPIRES: 06-30-2025

JOB # 7629

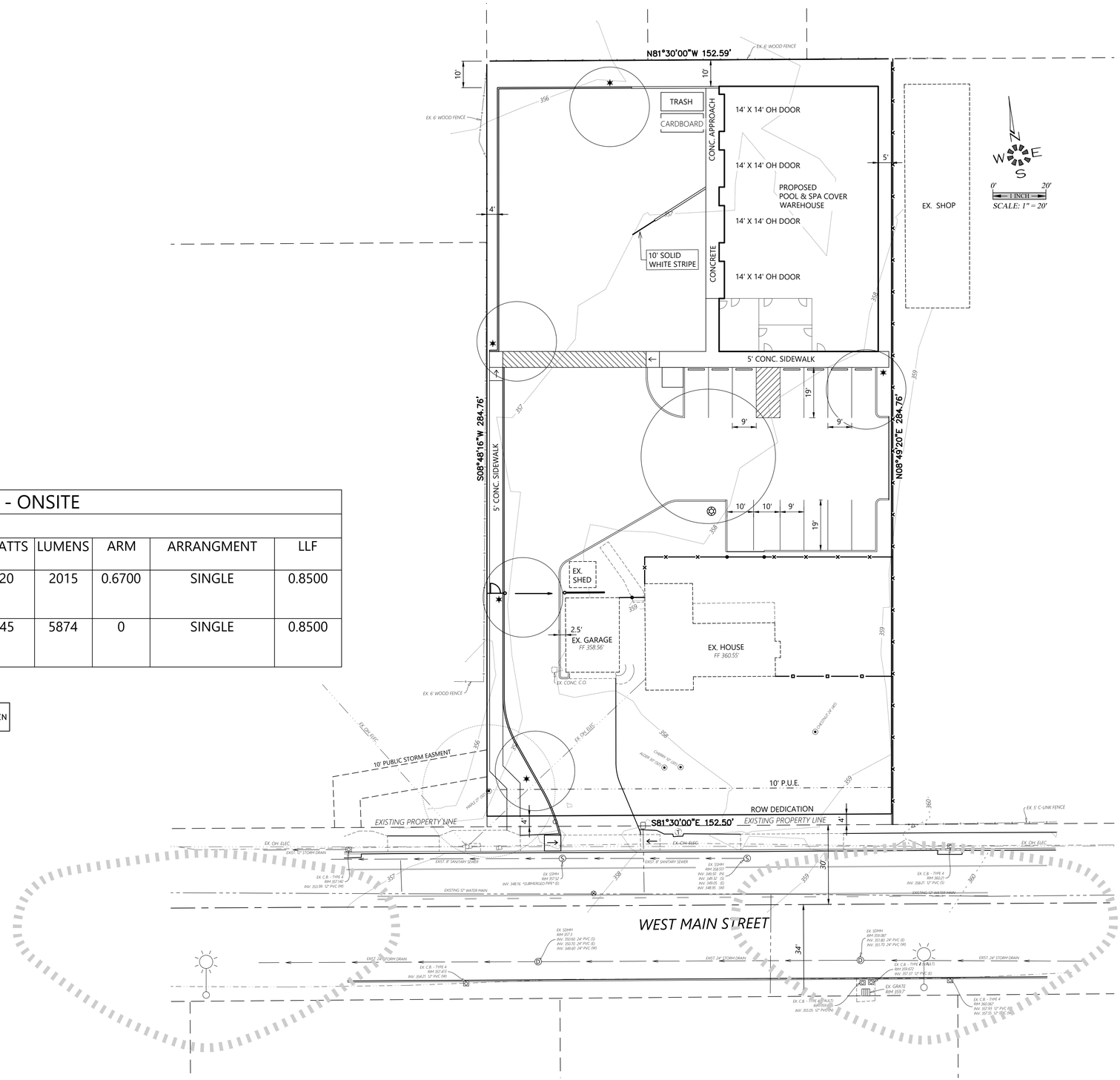
C1.4





PRIVATE LUMINAIRE SCHEDULE - ONSITE							
PROJECT: WEST MAIN							
QTY	LABEL	DESCRIPTION	WATTS	LUMENS	ARM	ARRANGMENT	LLF
5	LP2-PROPOSED LIGHT	LED, LEOTEK "AR13" AR13-4M2-MV-WW-2-DB-350-WL MOUNTED ON A 5' POLE	20	2015	0.6700	SINGLE	0.8500
1	LP3-PROPOSED LIGHT	LED, U.S. ARCHITECHTURAL VLL-LED-PLED-40LED-VSQ-M-350mA-240-WW-1 -RAL-8019-T MOUNTED ON A 14' POLE	45	5874	0	SINGLE	0.8500

POLE AND WALL MOUNTED LIGHTS SHALL BE CONSTRUCTED WITH WARM WHITE AT 3000 KELVIN TEMPERATURE RANGE



MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

LIGHTING PLAN

WEST MAIN STREET MOLALLA

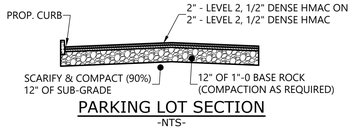
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-2025

JOB # 7629

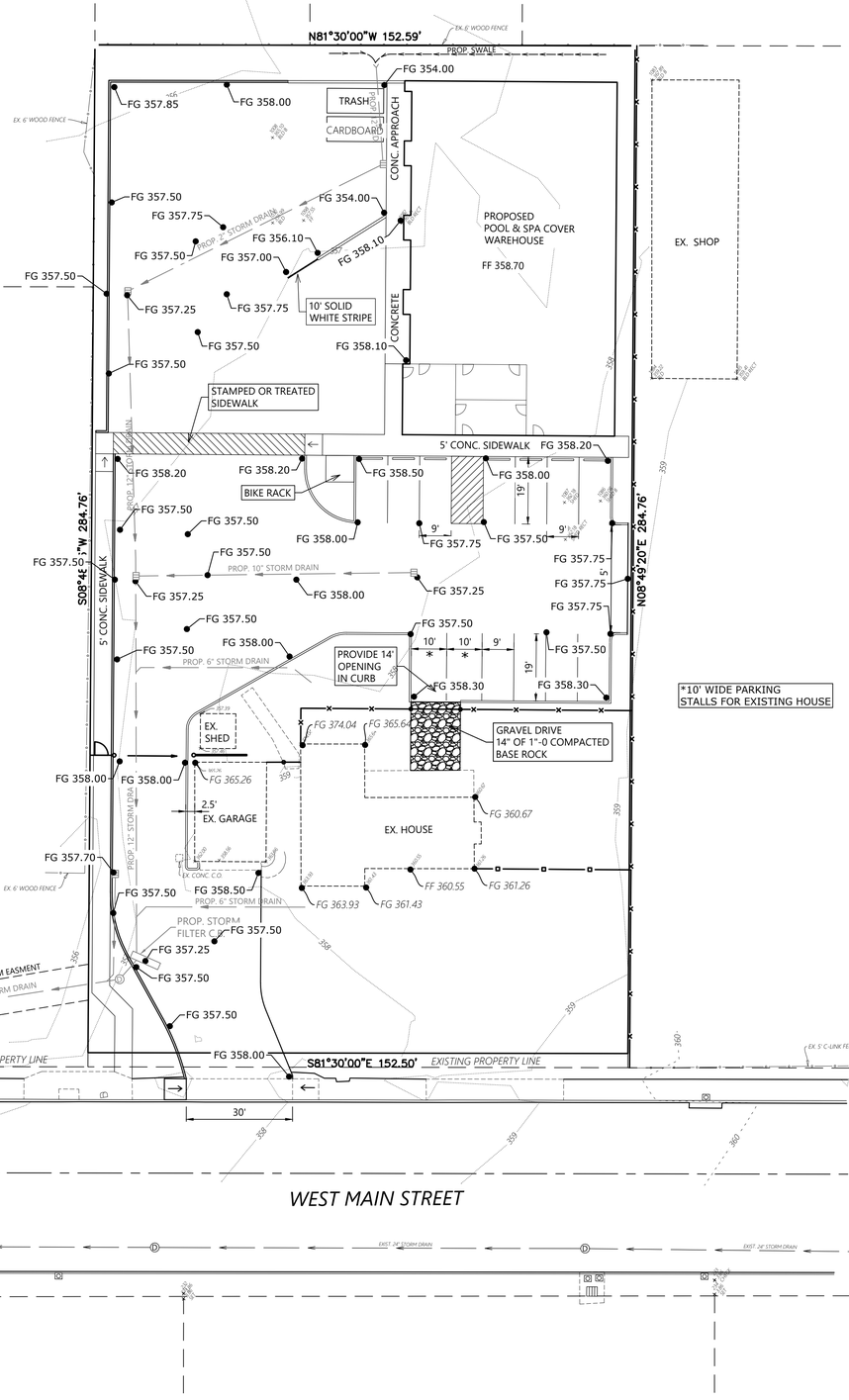
C1.5



PARKING LOT SECTION

-NTS-

SCALE: 1" = 20'



MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

SITE GRADING PLAN

WEST MAIN STREET MOLALLA

7629p C2.1.GBD

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-2025

JOB # 7629

C2.1

DATA TO BE COMPUTED BY DESIGN ENGINEER
A=
B= 354.26
C= 12"
D=
E= 359.00
F= 357.63
G= 12"
H=
I=
J=
K= 12"
L= 354.26
M= 351.26

GENERAL NOTES

1. THIS CONTROL STRUCTURE ONLY TO BE USED WITH OUTLET PIPE UP TO 15 INCHES IN DIAMETER. IF GREATER THAN 15 INCHES USE COS STANDARD PLAN 251B.
2. ORIFICE CLEANING ACCESS TO BE AN 8 INCH CORE HOLE THROUGH FLAT-TOP (CENTERED ON OVERFLOW) WITH CAST IRON CLEANOUT BOX GROUTED TO SLAB.
3. WHEN CONSTRUCTING WITHIN PAVED SURFACE, CONSTRUCT MANHOLE LID AND CLEANOUT PER COS STANDARD PLAN 104 AND 400B RESPECTIVELY.
4. REFERENCE ORIFICE MEASUREMENT TABLE ON COS STANDARD PLAN 251E FOR ORIFICE SIZE REQUIREMENTS.

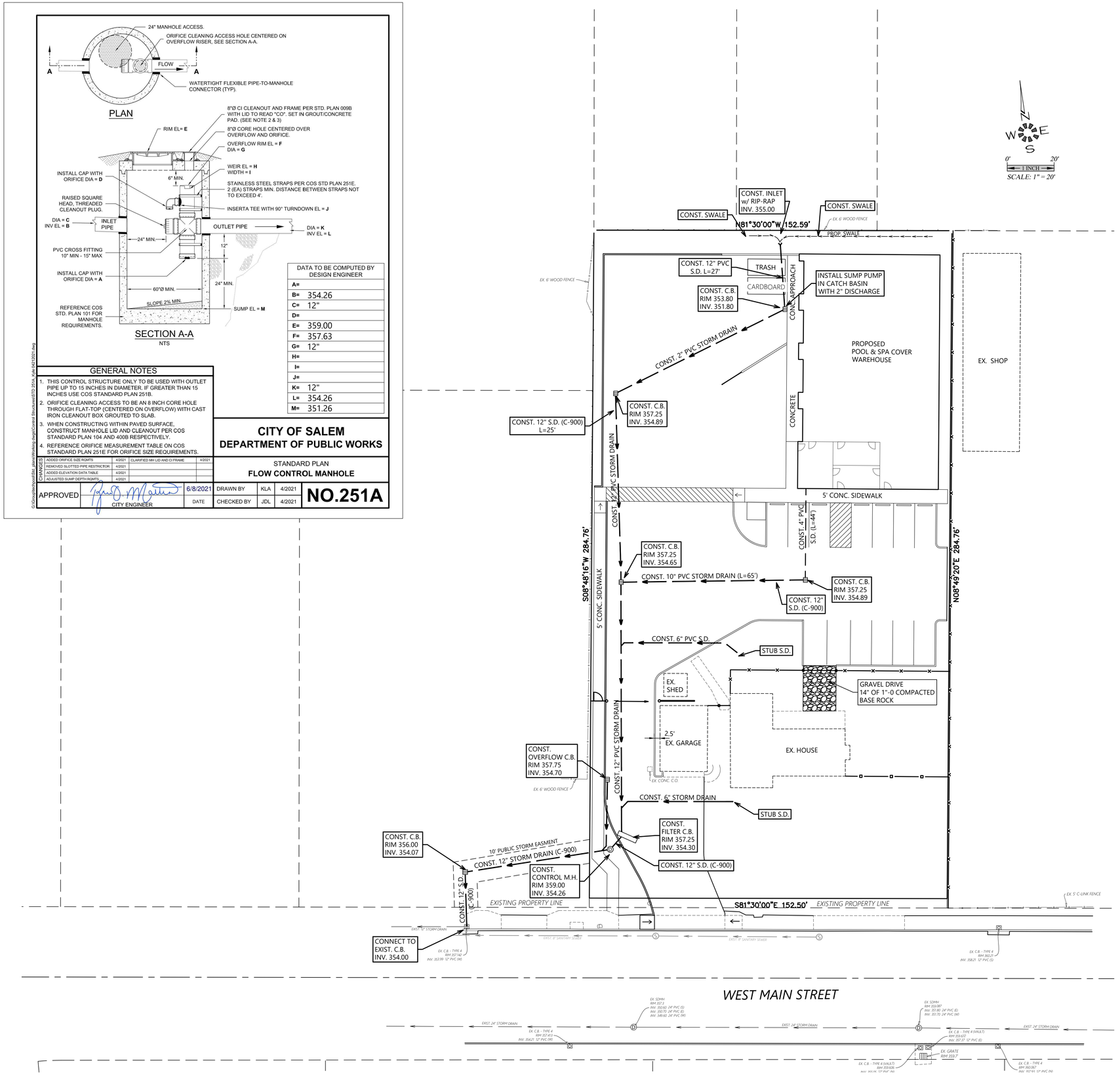
ADDED ORIFICE SIZE RGMTS	4/2021	CLARIFIED MH LID AND CI FRAME.		4/2021
REMOVED SLOTTED PIPE RESTRICTOR	4/2021			
ADDED ELEVATION DATA TABLE	4/2021			
ADJUSTED SUMP DEPTH RGMTS.	4/2021			

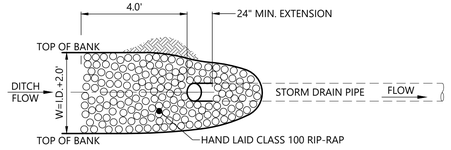
CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS

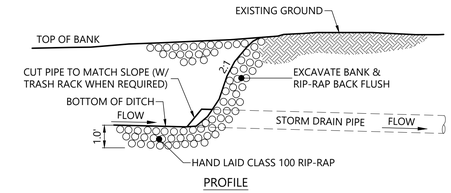
STANDARD PLAN
FLOW CONTROL MANHOLE

APPROVED	CITY ENGINEER	6/8/2021 DATE	DRAWN BY	KLA	4/2021
			CHECKED BY	JDL	4/2021

NO.251A







RIP-RAP INLET DETAIL
-NTS-

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

PRIVATE STORM DRAIN PLAN

WEST MAIN STREET MOLALLA

7629p C3.1 SD

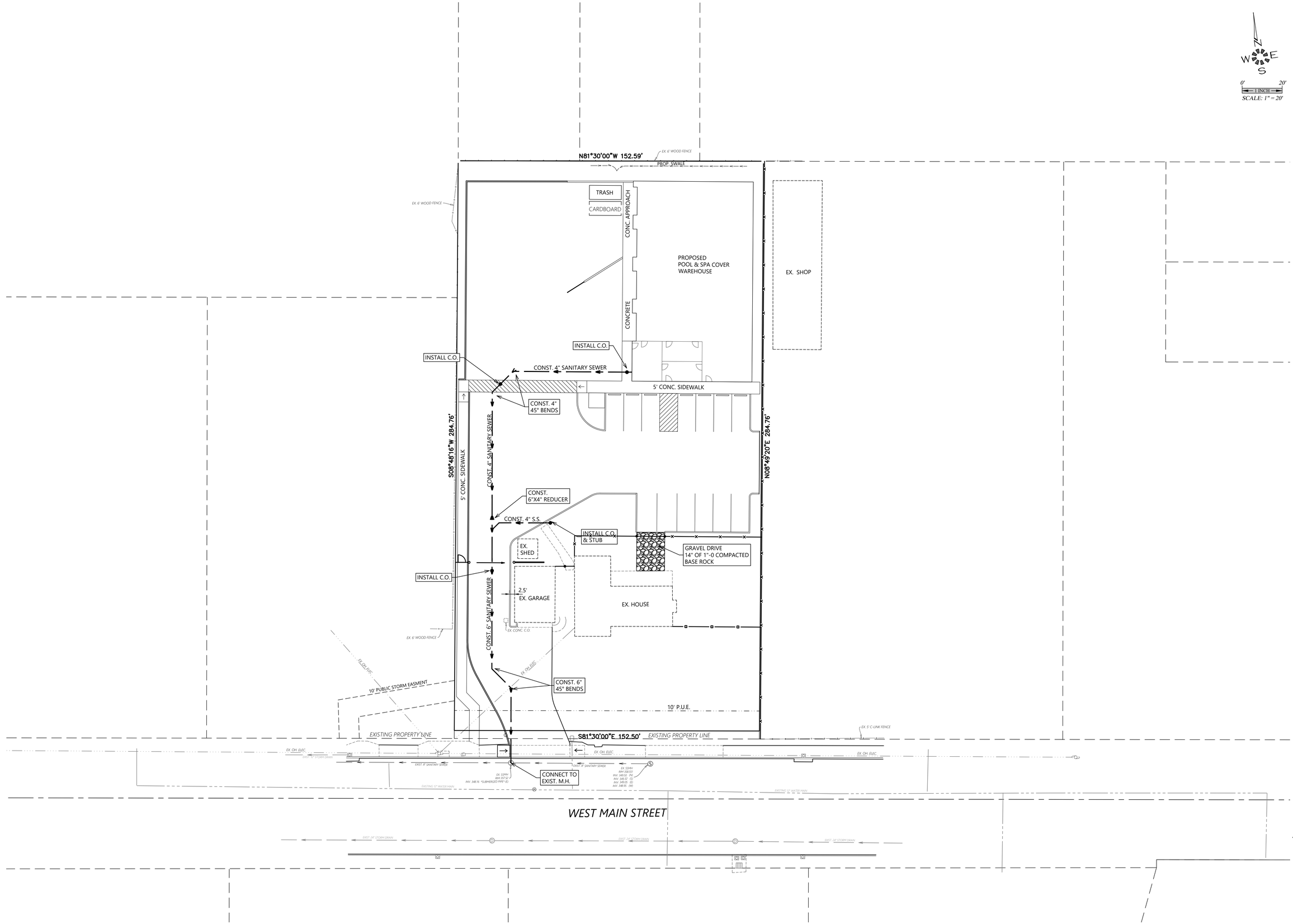
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-2025

JOB # 7629

C3.1



0' 1 INCH 20'
SCALE: 1" = 20'

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

PRIVATE SANITARY SEWER PLAN

WEST MAIN STREET MOLALLA

7629p C4.1 SS

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

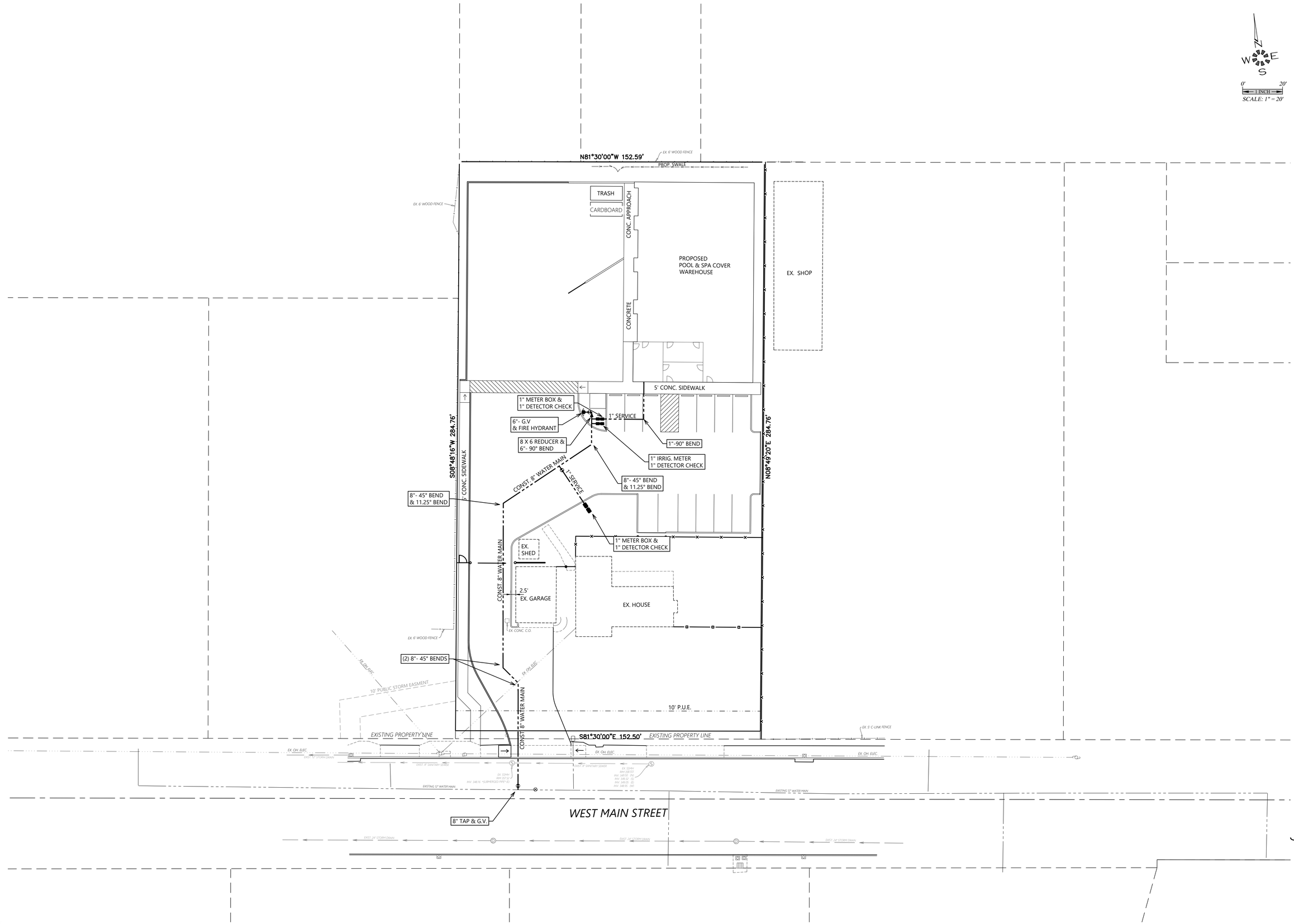
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 2015
MARK D. GRENZ

EXPIRES: 06-30-2025

JOB # 7629

C4.1

J:\Tasks\7629-Superior Pool Covers Warehouse\Dwg v25\7629p.dwg, C4.1-SS, 1/14/2025 11:12:06 AM, JHollingsworth



0' 20'
1 INCH
SCALE: 1" = 20'

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

PRIVATE WATER SERVICE & FIRE PLAN

WEST MAIN STREET MOLALLA

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

7629p C5.1-WAT

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/14/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 14, 2013
MARK D. GRENZ

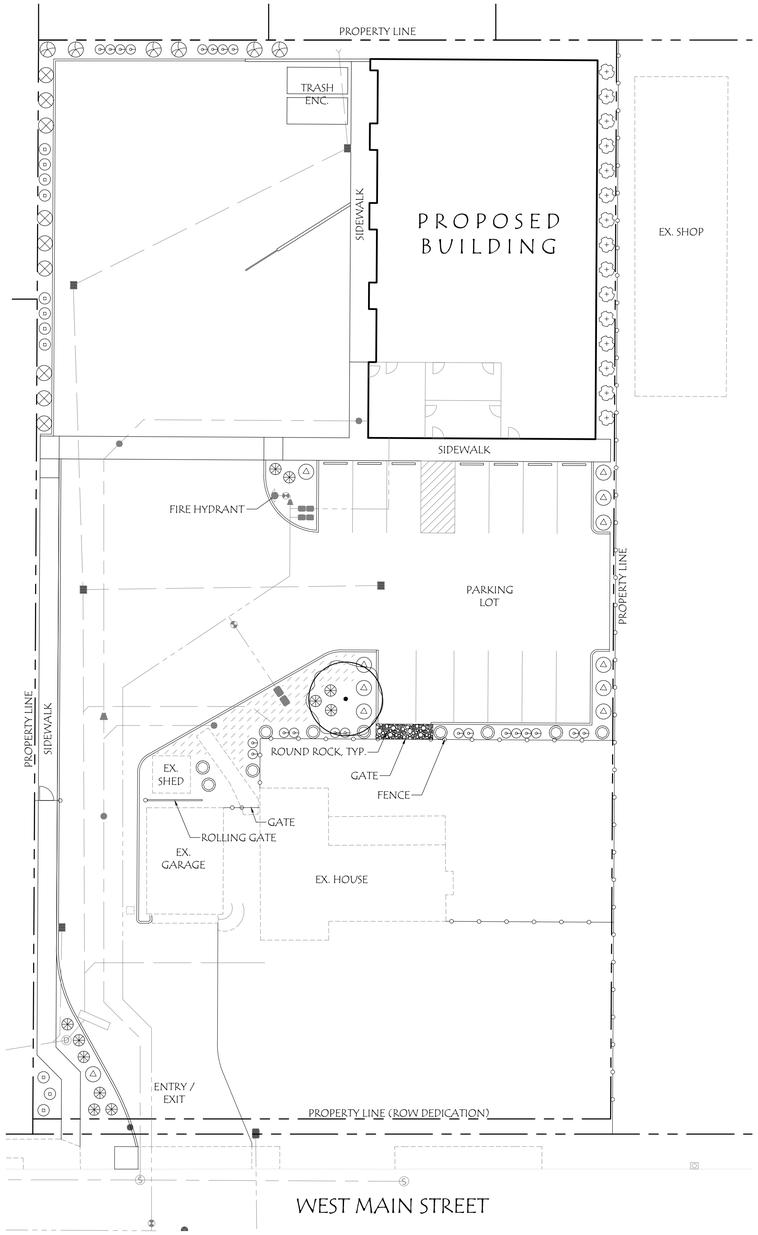
EXPIRES: 06-30-2025

JOB # 7629

C5.1
78

95

J:\Work\7629-Superior Pool Covers Warehouse\Dwg\c5\7629p.dwg, C5.1-WAT, 1/14/2025 11:21:35 AM, #rollingsworth



PRELIMINARY PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	SIZE
	1	ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA	2" CAL., B&B

SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE
	6	ABELIA X GRANDIFLORA / GLOSSY ABELIA	3 GAL.
	11	ILEX CRENATA 'SOFT TOUCH' / SOFT TOUCH JAPANESE HOLLY	2 GAL.
	15	MAHONIA AQUIFOLIUM 'COMPACTA' / COMPACT OREGON GRAPE	2 GAL.
	22	NANDINA DOMESTICA `ATROPURPUREA NANA` / DWARF NANDINA	2 GAL.
	9	PRUNUS LAUROCERASUS 'OTTO LUYKEN' / OTTO LUYKEN ENGLISH LAUREL	2 GAL.
	11	RHAPHIOLEPIS UMBELLATA 'SNOW WHITE' / YEDDA HAWTHORN	3 GAL.
	11	ROSA KNOCKOUT `RADRAZZ` / RADRAZZ KNOCKOUT ROSE	2 GAL.
	10	SPIRAEA X BUMALDA `MAGIC CARPET` / MAGIC CARPET SPIREA	2 GAL.

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	25	RUBUS PENTALOBUS `EMERALD CARPET` / CREEPING RASPBERRY	1 GAL.	48" o.c.

GENERAL NOTES:

1. DRAWINGS ARE PRELIMINARY, NOT FOR CONSTRUCTION OR BIDDING.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN AND AREA CALCULATIONS.
3. SEE CIVIL DRAWINGS FOR GRADING AND UTILITIES.
4. PLANTS TO BE SIZED ACCORDING TO CITY OF MOLALLA REQUIREMENTS FOR GENERAL PLANTING.
5. LANDSCAPE TO BE IRRIGATED BY AN AUTOMATIC UNDERGROUND SYSTEM.

LEGEND:

2"-6" ROUND ROCK, GRAY, 6" DEPTH

SITE INFORMATION

TOTAL SITE AREA: 44,048 SF
LANDSCAPE AREA: 12,851 SF

PARKING LOT LANDSCAPE:
10% SURFACE AREA TO BE LANDSCAPE
MINIMUM OF 1 TREE PER 12 PARKING SPACES
13 SPACES = 1 TREE
PARKING/MANEUVERING AREA: 20,331 SF
PARKING LOT LANDSCAPE: AREA: 2,724 SF
PARKING LOT LANDSCAPE PERCENTAGE: 13%

Laurus Designs, LLC
1012 Pine Street
Silverton, Oregon 97381
503.784.6494
laurusdesigns.com

WEST MAIN STREET MOLALLA

721 WEST MAIN STREET
MOLALLA, OREGON

REGISTERED 643 PRELIMINARY LAURA A. ANTONSON OREGON 11/16/2007 LANDSCAPE ARCHITECT

PRELIMINARY PLANTING PLAN

SCALE: 1" = 20' - 0"

0' 10' 20' 40'
SCALE

NOVEMBER 2ND, 2024

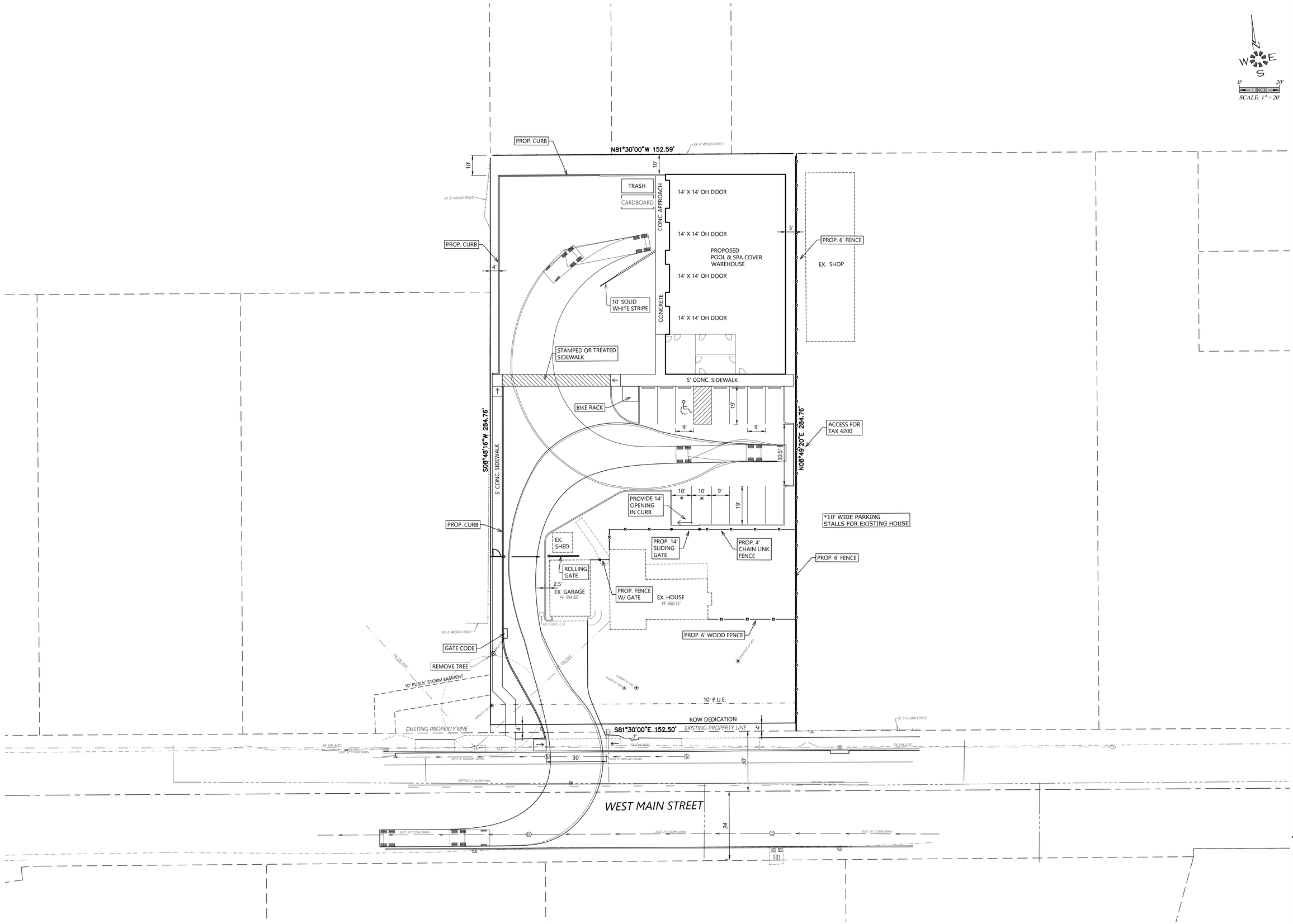
REVISIONS

#	DATE	NOTES	INITIALS

L1.1

SHEET 1 OF 1

PROJECT #: 1715C



MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

TRUCK TRACKING PLAN

WEST MAIN STREET MOLALLA

76/30 C1.4-TRUCK

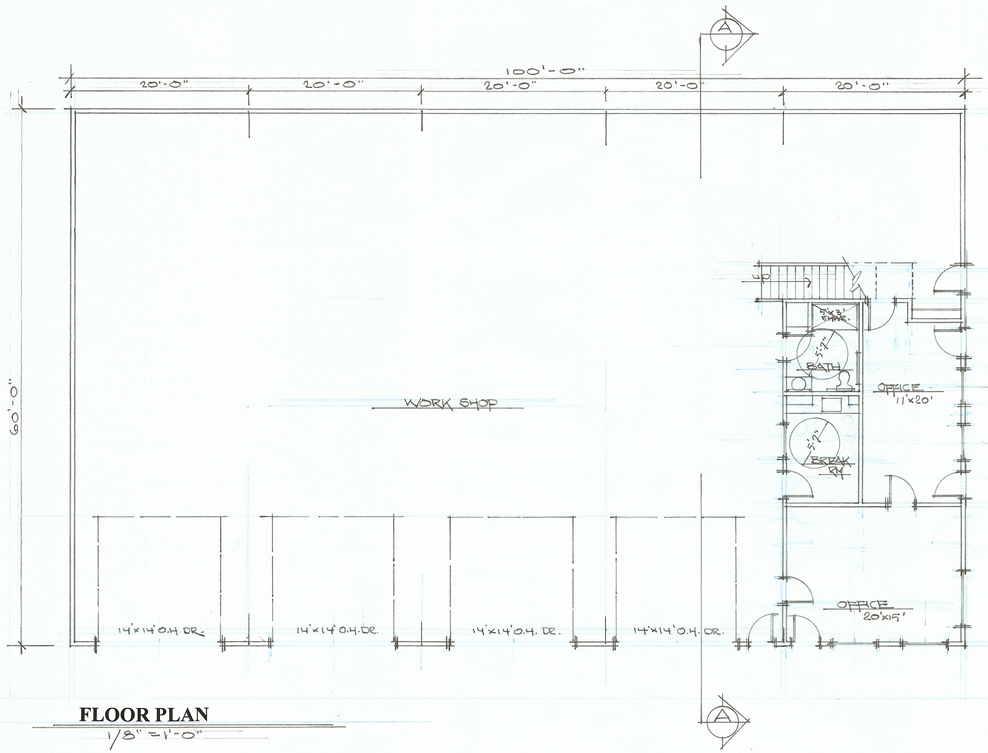
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/16/25
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 30, 1978
MARK D. GRENZ

EXPIRES: 06-30-2025

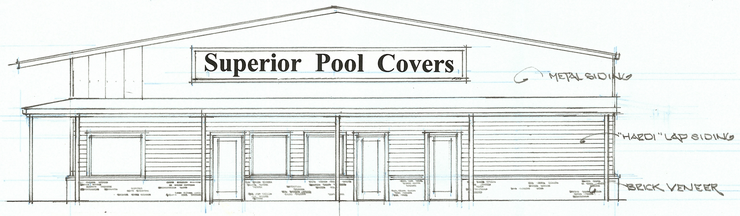
JOB # 7629

C1.4

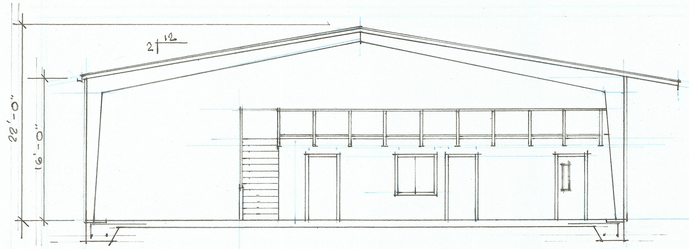


FLOOR PLAN
1/8" = 1'-0"

SIDE ELEVATION
1/8" = 1'-0"



FRONT ELEVATION
1/8" = 1'-0"



SECTION
1/8" = 1'-0"

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX. (503) 364-1260
www.mtengineering.net office@mtengineering.net

Proposed:
Offices & Warehouse for
Superior Pool Covers
Molalla, Oregon

REGISTERED PROFESSIONAL ENGINEER
9664
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-2025

MEMORANDUM

DATE: **November 19, 2024**

TO: **Mac Corthell/Community Development Director**

FROM: **Tegan Enloe, PE/Enloe Consulting, LLC**

SUBJECT: **Traffic Analysis Letter – Molalla Warehouse**

Background

The applicant seeks to develop the property located at 721 W Main Street in Molalla, OR. They plan to construct a 6,000 SQFT building that will provide inventory warehousing, office space, and manufacturing for their business that designs pool and hot tub covers. This memorandum provides trip generation estimates and compares them to City thresholds for traffic impact analysis.

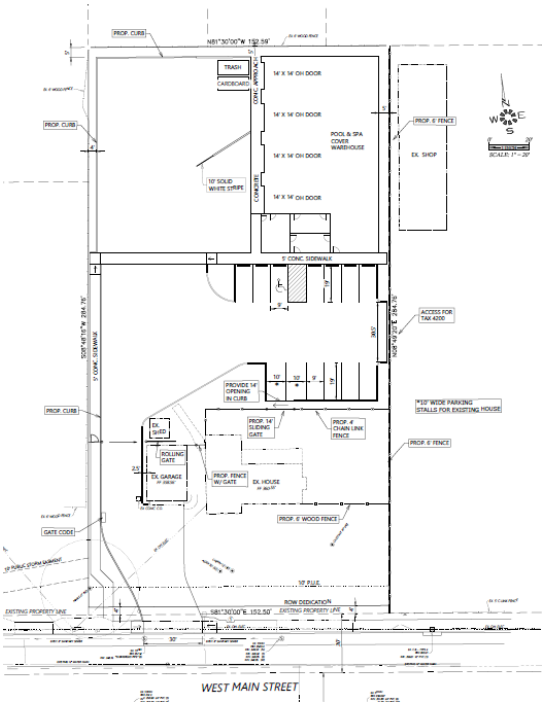


Figure 1: Draft Site Plan

Trip Generation

Trip generation estimates are prepared for the proposed development using the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition and are summarized in **Table 1**. The proposed use could be categorized as some combination of either Manufacturing or Warehousing. As such, both are provided for comparison.

Table 1: Site Generated Vehicle Trip Estimates

Planned Use	ITE Code	SQFT	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Manufacturing	140	6,000	29	3	1	4	1	3	4
Warehousing	150		48	1	0	1	0	1	1

The City standards require a complete traffic impact analysis for proposed developments when the peak hour trips exceed 25 trips per hour. Under either scenario of Manufacturing or Warehousing, the proposed development would produce an hourly trip amount that is significantly below the requirement threshold.

Key Findings

Based on review of the applicable criteria and estimated trips generated by the proposed development, it does not appear that a traffic impact analysis is required.

B. Jack 7629

PRELIMINARY DRAINAGE ANALYSIS
FOR

West Main Street
Molalla, Oregon

Owner:
Pacific Homes & Properties
2995 Molalla Rd
Woodburn, OR 97071

November 22, 2024

Renew date: 6.30.2025

MULTI/TECH
ENGINEERING SERVICES, INC.

1155 13th Street SE
Salem OR 97302
www.mtengineering.net

PHONE: (503) 363-9227
FAX: (503) 364-1260
EMAIL: BJack@mtengineering.net

CONTENTS

INTRODUCTION

The West Main Street project is a private development located at 721 OR-211. The parcel of land to be developed is tax lot 4100 of Clackamas County Assessor's Map 5 2 E 08AC. An aerial image is included below, and the tax map is provided in Appendix A.

Figure 1. Project Site

Low Impact Development (LID) to the extent feasible will be used for the newly developed areas per city of Molalla Public Works Design Standards. All facilities will be constructed to meet the city of Molalla standards.

EXISTING CONDITIONS

The 1.0-acre site is rectangular with surface conditions consisting of short grass, gravel, and multiple structures. There are no identified wetlands or sensitive areas located on the property. A topographical high point is located on the southeast side of the site, from which stormwater drains predominately to

the northwest. The maximum relief is approximately 3.5-feet with a high point elevation of 359 ft. The surrounding topography does not suggest offsite runoff will be directed to the property, but the property owner has experienced stormwater collecting in the northeast corner. The abutting properties are zoned single family residential and central commercial.

The time of concentration was calculated in accordance with the TR-55 sheet flow method and the City of Molalla design standards. The cover type was identified as short grass prairie, which, from table 3-1 in TR-55, has a manning roughness coefficient of 0.15. This revealed a time of concentration of 16.14 minutes. The map and worksheet used to perform these calculations can be found in Appendix C.

The soil map from NRCS Web Soil Survey in Appendix B shows that this location is comprised entirely of Sawtell Silt Loam which is a hydrologic group C soil. The existing surface conditions are listed below in Table 1 and shown on the existing conditions map in Appendix A.

Table 1. Existing Drainage Area

Runoff Origin	Area (sq-ft)	CN
Impervious Surface	3,921	98
Gravel	2,823	96
Short Grass	37,304	74
Total	44,048	78

DEVELOPED CONDITIONS

This project will involve constructing a warehouse, a parking lot, and a drive aisle. Runoff developed onsite will be collected in roof drains and catch basins spread across the site. The northeast corner of the property is graded to drain to the parking lot detention system through a rip-rap inlet but is not expected to contribute significant runoff. This project will increase the total impervious area onsite to 31,197 sq-ft, leaving 12,851 sq-ft of pervious area. The pervious area is assumed to be good condition grass of hydrologic soil group C and therefore has a curve number of 74 while impervious surfaces are evaluated with a curve number of 98. A developed basin map is included in Appendix A.

Table 2. Developed Drainage Area

Surface Type	Basin 1 (sq-ft)	Basin 2 (sq-ft)
Impervious	20,660	10,537
Pervious	11,798	1,053

System Design

The proposed stormwater facility will treat stormwater runoff with Contech Stormfilters using ZPG Media. Treatment is achieved through filtration and adsorption as stormwater passes through the Stormfilter. The ZPG media can treat stormwater for total suspended solids, heavy metals, bacteria, pesticides, and hydrocarbons. ZPG media is a Contech proprietary mix of zeolite, perlite, and granular activated carbon. This design will utilize the standard 18-inch Stormfilter cartridge, requiring 2.3 feet of head.

The detention facility is formed by four catch basins and the parking lot grading. The surface area provided within the parking lot is determined in Civil 3D and the detention volume is calculated in HydroCAD. Stormwater is allowed to pool above the rims of the parking lot catch basins, which are set at 357.25 ft, and up to the rim of the emergency overflow catch basin at 357.75 ft. This emergency overflow provides an unrestricted outflow path to the public conveyance system and 0.25 feet of freeboard to the minimum top of curb elevation of 358.00 ft. The catch basin in the loading dock area is not part of the detention basin, is set well below the rest of the system, and will require a sump pump to raise stormwater into the parking lot detention basin. Outflow from the site is regulated with a City of Salem flow control manhole 251A. The flow control manhole will not restrict outflow during the water quality event.

Stormwater Analysis

Stormwater analysis is conducted using HydroCAD 10.20 and the unit hydrograph in SCS TR-20. This analysis considers the water quality event and compares the pre and post developed runoff rates for the 2-yr, 10-yr, and 25-yr storms. The water quality event is a 4-hour storm and, due to the region, all other design events are type 1A 24-hr storms. The 24-hour precipitation depth for each design storm is listed in Table 3.

Table 3. City of Molalla Design Storms

Storm Event	24-hour Precipitation Depth (inches)	Existing Runoff Rate (cfs)
Water Quality	0.36	N/A
2-year	2.50	0.138
10-year	3.45	0.308
25-year	3.90	0.399

Water Quality

Treatment on this site is achieved using a Contech Stormfilter catch basin using ZPG media. The required number of cartridges is determined by the water quality flow rate and the maximum treatment flow rate for the given cartridge size and media type. Contech specifies that the peak hydraulic capacity for an 18-inch cartridge using ZPG media is 15 gpm or 0.033 cfs. The water quality flow rate is calculated with

Equation 1, which is provided on page 97 in the 2020 Molalla Standard Specifications for Public Works Construction.

$$Water\ Quality\ Flow\ (cfs) = \frac{0.36(in) * new\ impervious\ area(sq-ft)}{12\left(\frac{in}{ft}\right) * 4(hr) * 60\left(\frac{min}{hr}\right) * 60(\frac{sec}{min})}$$

Equation 1. Molalla Water Quality Flow Rate

For a new impervious area of 31,197 sq-ft, Equation 1 calculates a water quality flow rate of 0.065 cfs. Therefore, two Contech Stormfilters with ZPG media are required to treat all stormwater runoff entering the system during this event. While only two Stormfilters are necessary, three filters will be used to provide additional capacity for future development.

WATER QUANTITY

The parking lot storage basin is intended to detain all stormwater onsite during outflow restricted storm events. The flow control structure is designed to restrict outflow during the 2-, 10-, and 25-year storms to predeveloped levels. The emergency overflow for this system is at an elevation of 357.75 ft. Table 4 below compares pre- and post-development runoff/outflow rates and notes the peak water surface elevation in the parking lot. Table 5 lists the flow control structure design used to achieve these flow rates.

Table 4. Water Quantity

Storm Event	Pre-Development Runoff Rate (cfs)	Post-Development Flow Rate (cfs)	Peak Water Surface Elevation (ft)
2-yr	0.138	0.134	357.63
10-yr	0.308	0.303	357.69
25-yr	0.399	0.381	357.71

Table 5. Flow Control Structure Design Summary

Device	Diameter	Unit	Elevation (ft)
Orifice 1	1.675	inches	354.26
Standpipe	12.000	inches	357.63

As demonstrated in Table 4, this system can regulate outflow to the required rates for all design storm events without exceeding the parking lots storage capacity. The HydroCAD report used to create this summary table is included in Appendix E.

Design Summary

This analysis shows that three Stormfilters can treat runoff from this development, with some additional capacity, and that the parking lot detention basin can store runoff during outflow restricted storm events.

Table 6. Parking Lot Detention System Design Summary

Location	Elevation (ft)
Minimum Top of Curb	358.00
Emergency Overflow Catch Basin	357.75
12-inch Standpipe	357.63
Inlet Catch Basin Rim	357.25
Outlet/Orifice 1	354.26

Operation & Maintenance

Since this facility treats private stormwater, the inspection and maintenance responsibility for the system resides with the property owner. The City of Molalla requires that inspections occur quarterly for the first year and at least semiannually thereafter. The Contech Stormfilter maintenance manual provides an inspection report form and decision tree to determine when maintenance is required. This maintenance manual is included in Appendix F.

Conclusion

These facilities should be adequate to meet both water quality and quantity design requirements as shown. If there are any questions, please contact Brenden Jack at BJack@mtengineering.net or Natalie Janney at NJanney@mtengineering.net.

APPENDIX A: MAPS

5 2 E 08AC
MOLALLA

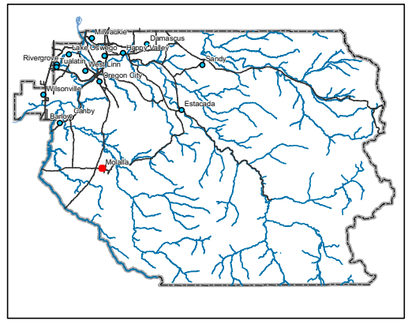
S.W.1/4 N.E.1/4 SEC.8 T.5S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 100'

D. L. C.
HUGH GORDON NO. 40

Cancelled Taxlots

2590
2890
1900U1
1900U2
1900U3
1900U4
1900U5
2200
2300
2700
3400
3501
4600

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



THIS MAP IS FOR ASSESSMENT PURPOSES ONLY

5/9/2022

5 2 E 08AC
MOLALLA

Existing Conditions

Impervious Area (red): 3,921 sq-ft
Gravel Area (orange): 2,823 sq-ft
Grass Area (green): 37,304 sq-ft

Total Area: 44,048 sq-ft

Drawing is NOT to scale

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH: (503) 363-9227 FAX: (503) 364-1260
www.mtengineering.net office@mtengineering.net

EXISTING CONDITIONS PLAN

WEST MAIN STREET MOLALLA

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.

DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 10/17/24
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ
EXPIRES: 06-30-25

JOB # 7629

C1.2

Developed Conditions

Basin 1
Shown in: Red
Collection Point: Parking lot detention basin
Impervious Area: 20,660 sq-ft
Pervious Area: 11,798 sq-ft

Basin 2
Showin in: Blue
Collection Point: Catch basin w/ sump pump
Impervious Area: 10,537 sq-ft
Pervious Area: 1,053 sq-ft

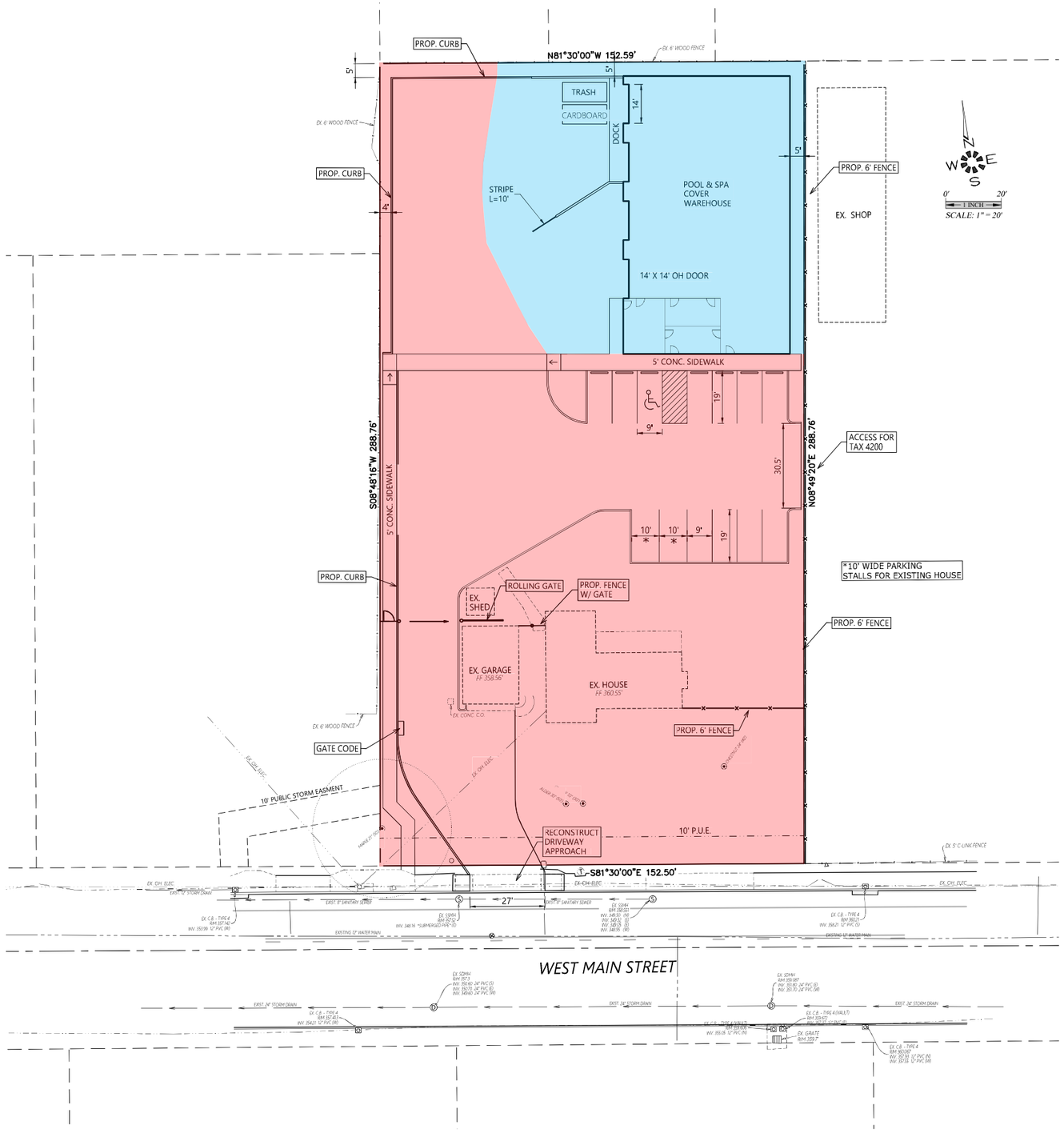
SITE AREAS

SITE AREA	**44,048**	**S.F.**
TOTAL HARDSPACE	**31,197**	**S.F. (70.83%)**
BUILDING COVERAGE	**7,913**	**S.F. (17.96%)**
EXISTING BLD.	**2,025**	**S.F. (4.60%)**
PROPOSED BLD.	**5,888**	**S.F. (13.37%)**
SIDEWALK	**1,919**	**S.F. (4.36%)**
DRIVE AISLE & PARKING	**20,331**	**S.F.(46.16%)**
LANDSCAPE	**12,851**	**S.F. (29.17%)**

13 TOTAL PARKING STALLS
12 STANDARD STALLS
1 HANDICAP STALL

ADA HANDICAP ACCESSIBLILITY NOTES:

1. ALL ON-SITE WALKWAYS, PEDESTRIAN CONNECTIONS TO THE PUBLIC SIDEWALK AND ROUTES TO BUILDING ENTRANCES ARE ACCESSIBLE WITH RUNNING SLOPES LESS THAN 5% AND CROSS SLOPE LESS THAN 2% MAX. LANDINGS AT BOTTOM OF STAIRS AND EXT. FACE OF ENTRANCE DOORS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 2%.
2. HANDICAP PARKING STALLS AND ACCESS AISLES ARE TO HAVE SLOPES IN ANY DIRECTION OF LESS THAN 2% MAX. GRAPHIC MARKINGS & SIGNAGE FOR HANDICAP AND VAN ACCESSIBLE STALLS WILL BE PER OSSC 2010 CHPTR. 11 AND ORS. REQUIREMENTS.
3. HANDICAP ACCESSIBLE CURB RAMPS SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.



Drawing is NOT to scale

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

SITE PLAN

WEST MAIN STREET MOLALLA

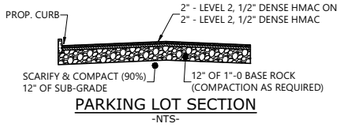
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 10/29/24
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER OREGON JULY 14, 1978 MARK D. GRENZ
EXPIRES: 06-30-20

JOB # 7629

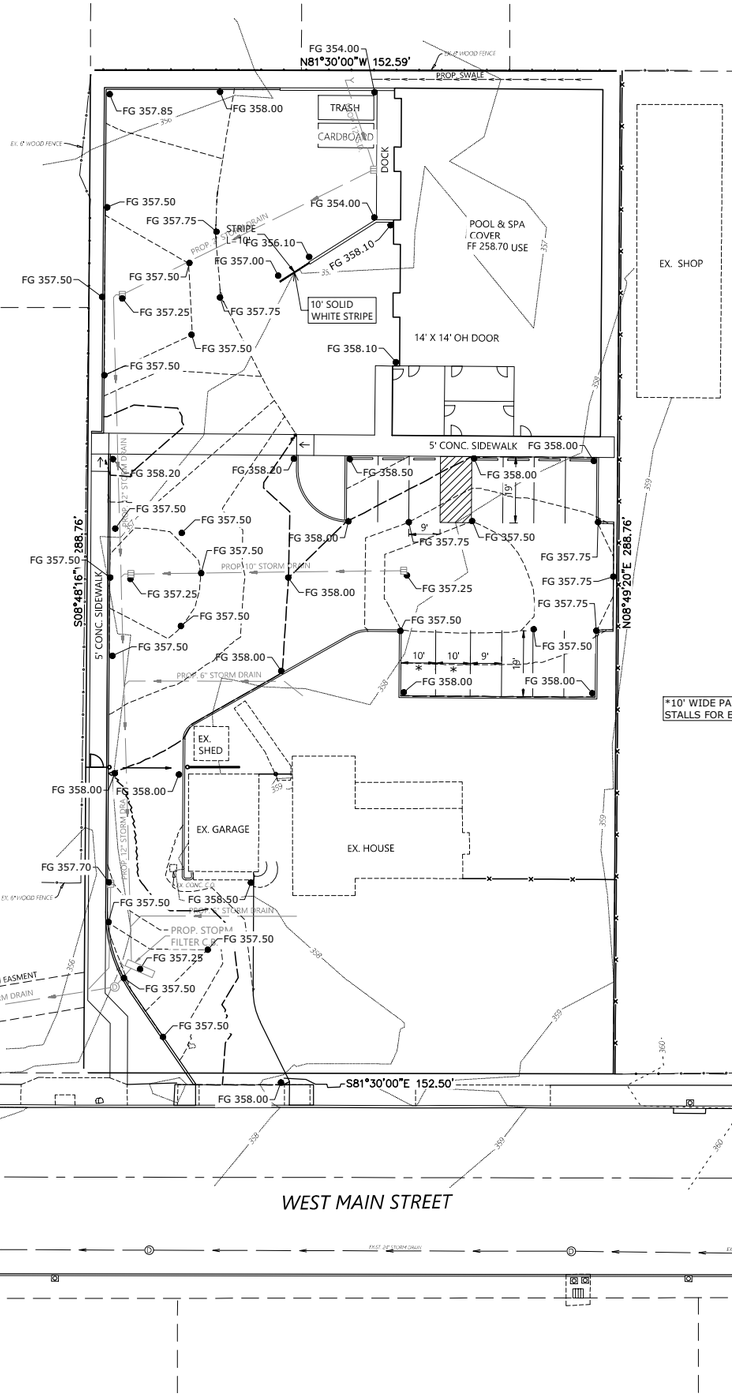
Parking Lot Detention Basin

The parking lot detention basin volume was calculated from the surface area shown on the elevations table (in square feet).



PARKING LOT SECTION

-NTS-



Elevations Table					
Number	Minimum Elevation	Maximum Elevation	Color	Area	Volume
1	357.000	357.100		0.05	61.32
2	357.100	357.200		0.08	61.32
3	357.200	357.250		0.05	30.66
4	357.250	357.300		76.53	30.61
5	357.300	357.400		611.90	60.09
6	357.400	357.500		1335.67	56.56
7	357.500	357.600		2754.04	46.85
8	357.600	357.700		2241.34	39.69
9	357.700	357.750		1403.00	16.39
10	358.300	358.500		232.33	0.76

Drawing Is NOT To Scale

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX. (503) 364-1260
www.mtengineering.net office@mtengineering.net

SCALE: 1" = 20'

SITE GRADING PLAN

WEST MAIN STREET MOLALLA

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 10/29/24
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 14, 1978
MARK D. GRENZ

EXPIRES: 06-30-25

JOB # 7629

C2.1

APPENDIX B: NRCS WEB SOIL SURVEY

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Clackamas County Area, Oregon

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

Contents

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Map Scale: 1:572 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 25 50 100 150

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 21, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 26, 2022—Oct 11, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
79B	Sawtell silt loam, 0 to 8 percent slopes	1.1	100.0%
Totals for Area of Interest		**1.1**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Clackamas County Area, Oregon

79B—Sawtell silt loam, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2275
Elevation: 150 to 500 feet
Mean annual precipitation: 40 to 55 inches
Mean annual air temperature: 50 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Sawtell and similar soils: 90 percent
Minor components: 4 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Sawtell

Setting

Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Old gravelly alluvium

Typical profile

H1 - 0 to 13 inches: silt loam
H2 - 13 to 20 inches: gravelly clay loam
H3 - 20 to 43 inches: very gravelly clay loam
H4 - 43 to 60 inches: very gravelly clay

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 18 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 7.7 inches)

Interpretive groups

Land capability classification (irrigated): 2w
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: C
Ecological site: R002XC011OR - Low Hill Group
Forage suitability group: Moderately Well Drained < 15% Slopes (G002XY004OR)
Other vegetative classification: Moderately Well Drained < 15% Slopes (G002XY004OR)
Hydric soil rating: No

Minor Components

Dayton

Percent of map unit: 3 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Concord

Percent of map unit: 1 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

References

American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.

American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-79/31.

Federal Register. July 13, 1994. Changes in hydric soils of the United States.

Federal Register. September 18, 2002. Hydric soils of the United States.

Hurt, G.W., and L.M. Vasilas, editors. Version 6.0, 2006. Field indicators of hydric soils in the United States.

National Research Council. 1995. Wetlands: Characteristics and boundaries.

Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_054262

Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service, U.S. Department of Agriculture Handbook 436. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053577

Soil Survey Staff. 2010. Keys to soil taxonomy. 11th edition. U.S. Department of Agriculture, Natural Resources Conservation Service. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053580

Tiner, R.W., Jr. 1985. Wetlands of Delaware. U.S. Fish and Wildlife Service and Delaware Department of Natural Resources and Environmental Control, Wetlands Section.

United States Army Corps of Engineers, Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Waterways Experiment Station Technical Report Y-87-1.

United States Department of Agriculture, Natural Resources Conservation Service. National forestry manual. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/home/?cid=nrcs142p2_053374

United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624

United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf

APPENDIX C: TIME OF CONCENTRATION

Time of Concentration

Sheet Flow (red)
Length: 100
Slope: 0.0120 ft/ft

Shallow Concentrated Flow (blue)
Length: 144
Slope: 0.0035 ft/ft

Drawing is NOT to scale

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

EXISTING CONDITIONS PLAN

WEST MAIN STREET MOLALLA

7629p C1.2EX
Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 10/17/24
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 13, 1979
MARK D. GRENZ
EXPIRES: 06-30-25

JOB # 7629
114

131

C1.2

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	West Main ST	By	Brenden Jack	Date	10/14/2024
Location	Molalla, Oregon	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

Segment ID	A-B		
1. Surface description (table 3-1)	Paved		
2. Manning's roughness coefficient, n (table 3-1)	0.15		
3. Flow length, L (total L † 300 ft) ft	100		
4. Two-year 24-hour rainfall, P_2 in	2.5		
5. Land slope, s ft/ft	0.0120		
6. $T_t = \frac{0.007\ (nL)^{0.8}}{P_2^{0.5}\ s^{0.4}}$ Compute T_t hr	0.227	+	= 0.227

Shallow concentrated flow

Segment ID	B-C		
7. Surface description (paved or unpaved)	unpaved		
8. Flow length, L ft	144		
9. Watercourse slope, s ft/ft	0.0035		
10. Average velocity, V (figure 3-1) ft/s	0.95		
11. $T_t = \frac{L}{3600\ V}$ Compute T_t hr	0.042	+	= 0.042

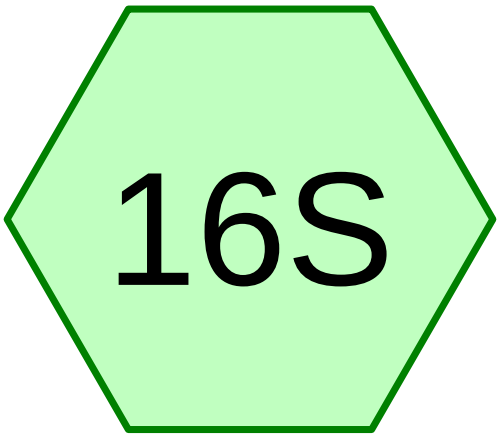
Channel flow

Segment ID			
12. Cross sectional flow area, a ft^2			
13. Wetted perimeter, p_w ft			
14. Hydraulic radius, $r = \frac{a}{p_w}$ Compute r ft			
15 Channel slope, s ft/ft			
16. Manning's roughness coefficient, n			
17. $V = \frac{1.49\ r^{2/3}\ s^{1/2}}{n}$ Compute V ft/s			
18. ~~Flow~~ length, L ft			
19. $T_t = \frac{L}{3600\ V}$ Compute T_t hr		+	=

20. Watershed or subarea T_c or T_t (add T_t in steps 6, 11, and 19) Hr 0.269

TOTAL Time of Concentration = 0.227 hr + 0.042 hr = 0.269 hours or 16.14 minutes

APPENDIX D: EXISTING RUNOFF RATES



Existing Runoff

Subcat Reach Pond Link

Routing Diagram for 7629 Drainage HydroCAD
Prepared by Multi/Tech Engineering Service, Printed 11/22/2024

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2 Year	Type IA 24-hr		Default	24.00	1	2.50	2
2	10 Year	Type IA 24-hr		Default	24.00	1	3.45	2
3	25 Year	Type IA 24-hr		Default	24.00	1	3.90	2

Summary for Subcatchment 16S: Existing Runoff

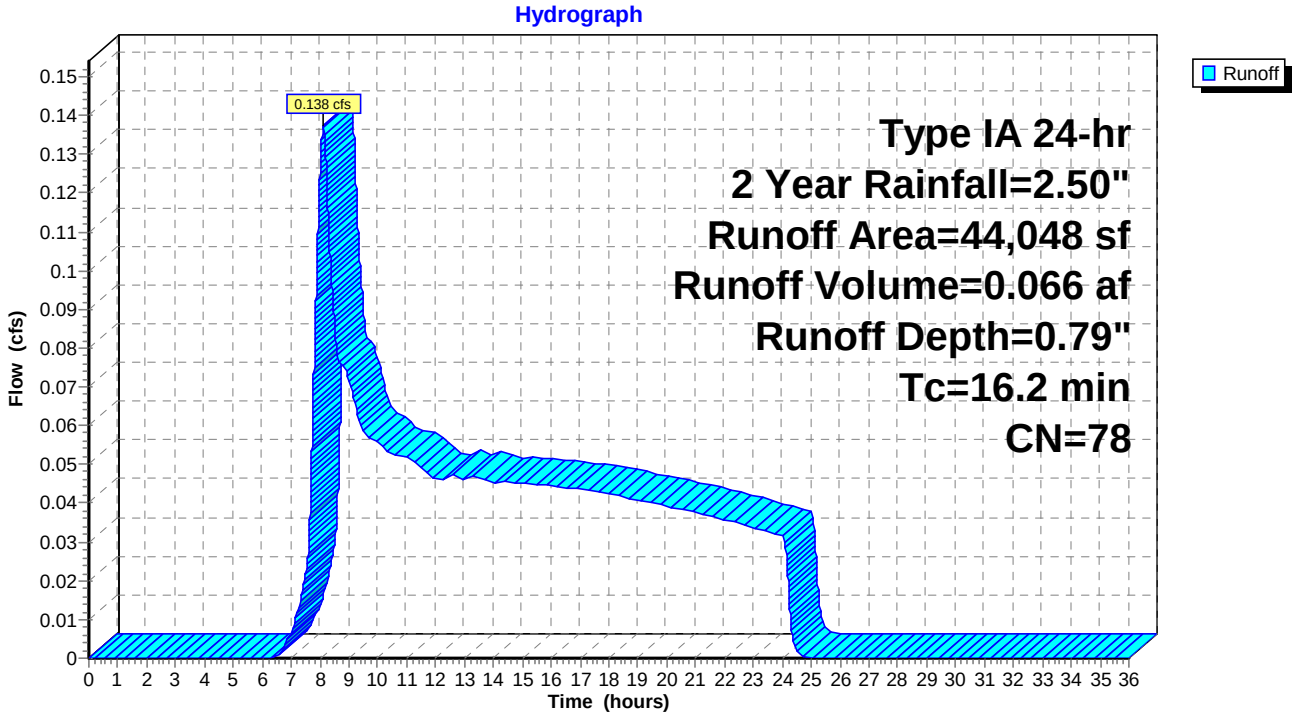
Runoff = 0.138 cfs @ 8.12 hrs, Volume= 0.066 af, Depth= 0.79"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 2 Year Rainfall=2.50"

Area (sf)	CN	Description
3,921	98	Paved parking, HSG C
2,823	96	Gravel surface, HSG C
37,304	74	>75% Grass cover, Good, HSG C
44,048	78	Weighted Average
40,127		91.10% Pervious Area
3,921		8.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.2					**Direct Entry,**

Subcatchment 16S: Existing Runoff



Summary for Subcatchment 16S: Existing Runoff

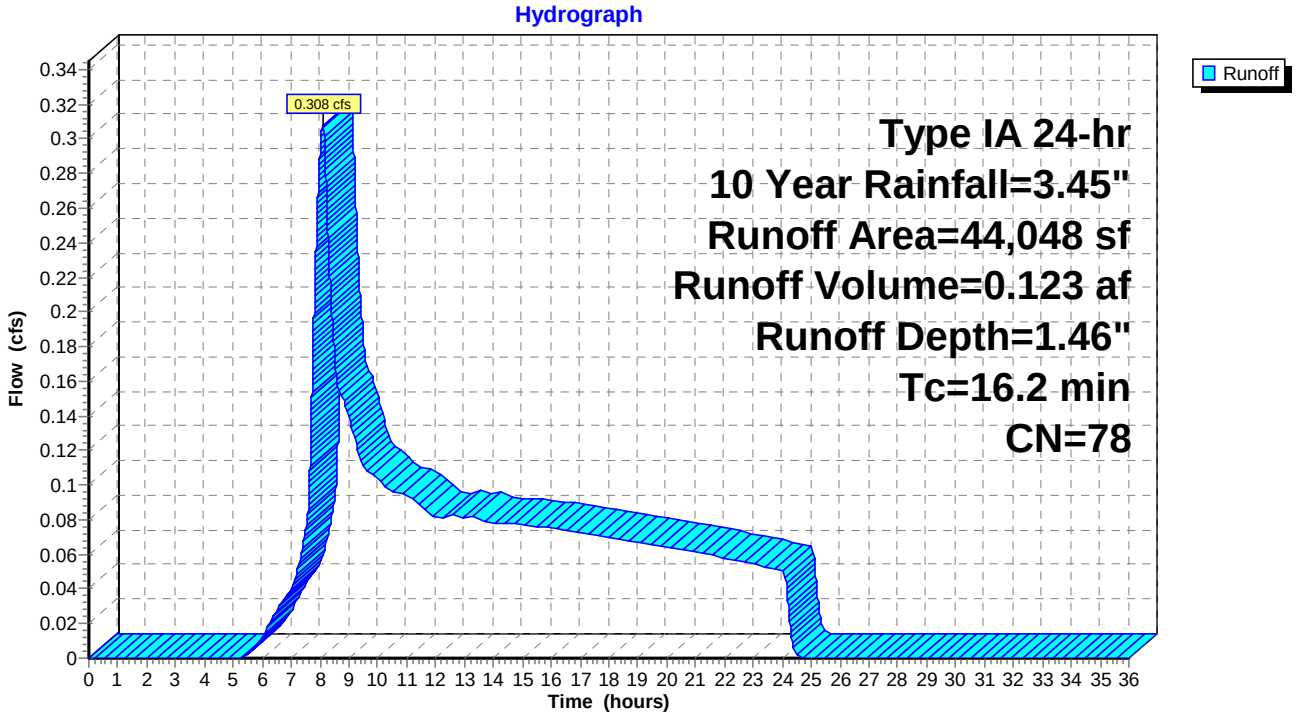
Runoff = 0.308 cfs @ 8.08 hrs, Volume= 0.123 af, Depth= 1.46"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 10 Year Rainfall=3.45"

Area (sf)	CN	Description
3,921	98	Paved parking, HSG C
2,823	96	Gravel surface, HSG C
37,304	74	>75% Grass cover, Good, HSG C
44,048	78	Weighted Average
40,127		91.10% Pervious Area
3,921		8.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.2					**Direct Entry,**

Subcatchment 16S: Existing Runoff



Summary for Subcatchment 16S: Existing Runoff

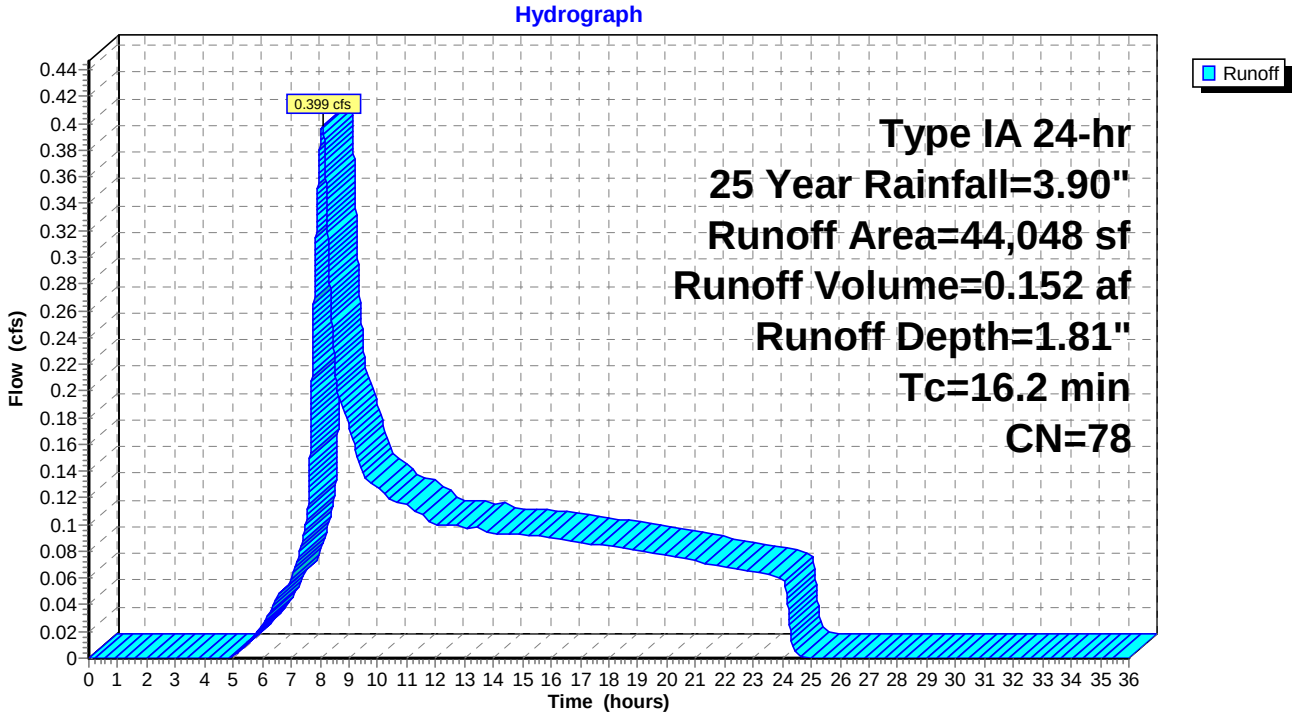
Runoff = 0.399 cfs @ 8.08 hrs, Volume= 0.152 af, Depth= 1.81"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 25 Year Rainfall=3.90"

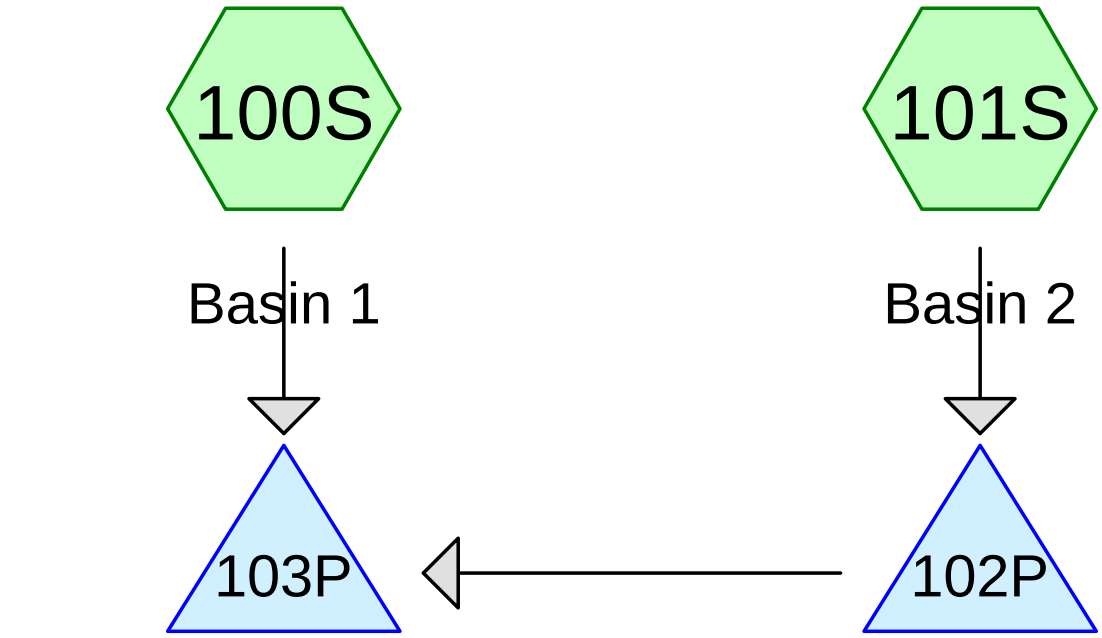
Area (sf)	CN	Description
3,921	98	Paved parking, HSG C
2,823	96	Gravel surface, HSG C
37,304	74	>75% Grass cover, Good, HSG C
44,048	78	Weighted Average
40,127		91.10% Pervious Area
3,921		8.90% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.2					**Direct Entry,**

Subcatchment 16S: Existing Runoff



APPENDIX E: WATER QUANTITY HYDROGRAPHS



Parking Lot Detention Basin

Load Bay Area

Subcat Reach Pond Link

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2 Year	Type IA 24-hr		Default	24.00	1	2.50	2
2	10 Year	Type IA 24-hr		Default	24.00	1	3.45	2
3	25 Year	Type IA 24-hr		Default	24.00	1	3.90	2

Summary for Subcatchment 100S: Basin 1

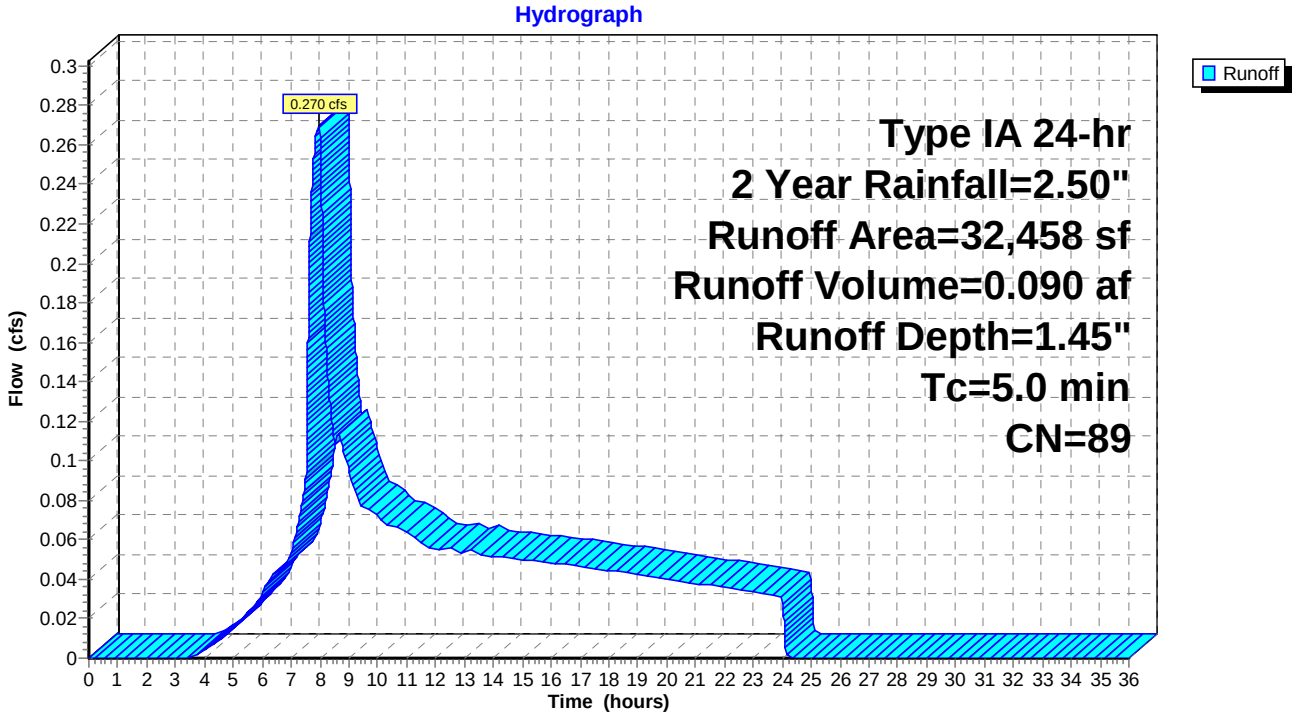
Runoff = 0.270 cfs @ 7.94 hrs, Volume= 0.090 af, Depth= 1.45"
Routed to Pond 103P : Parking Lot Detention Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 2 Year Rainfall=2.50"

Area (sf)	CN	Description
20,660	98	Paved parking, HSG C
11,798	74	>75% Grass cover, Good, HSG C
32,458	89	Weighted Average
11,798		36.35% Pervious Area
20,660		63.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 100S: Basin 1



Summary for Subcatchment 101S: Basin 2

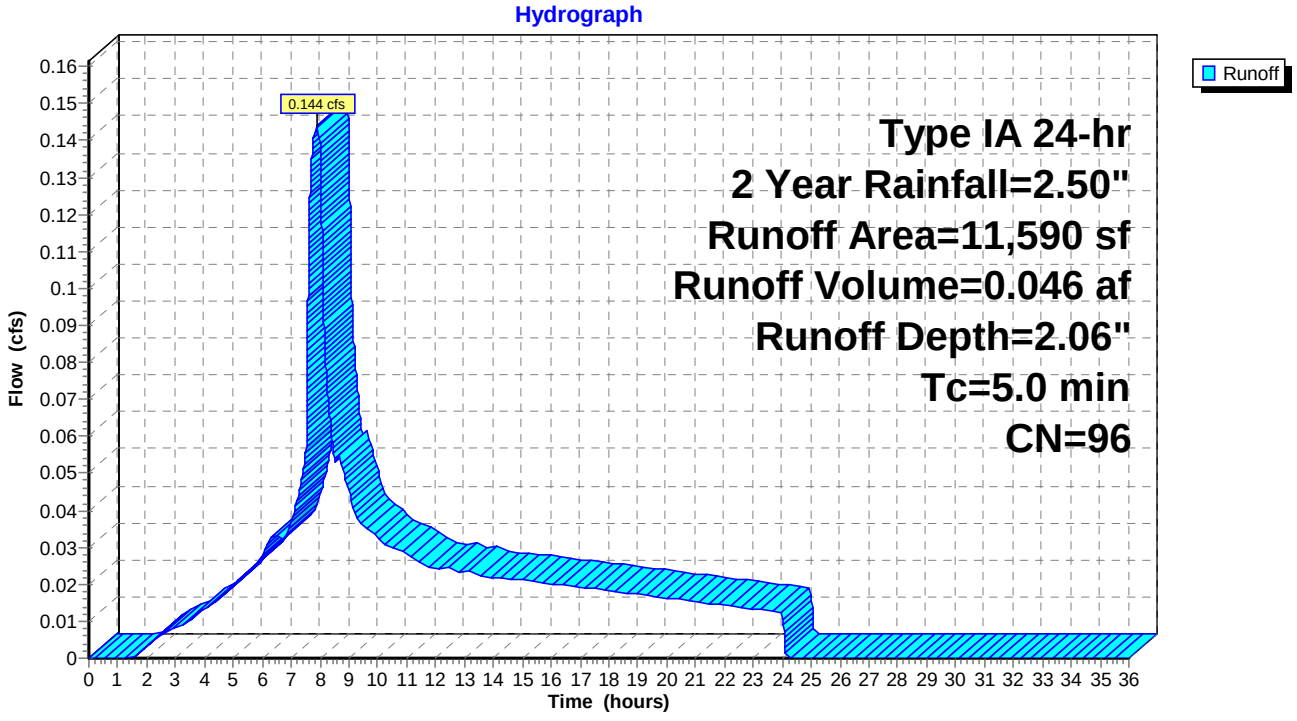
Runoff = 0.144 cfs @ 7.87 hrs, Volume= 0.046 af, Depth= 2.06"
Routed to Pond 102P : Load Bay Area

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 2 Year Rainfall=2.50"

Area (sf)	CN	Description
10,537	98	Paved parking, HSG C
1,053	74	>75% Grass cover, Good, HSG C
11,590	96	Weighted Average
1,053		9.09% Pervious Area
10,537		90.91% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 101S: Basin 2



Summary for Pond 102P: Load Bay Area

Inflow Area = 0.266 ac, 90.91% Impervious, Inflow Depth = 2.06" for 2 Year event
Inflow = 0.144 cfs @ 7.87 hrs, Volume= 0.046 af
Outflow = 0.134 cfs @ 8.03 hrs, Volume= 0.046 af, Atten= 7%, Lag= 9.6 min
Primary = 0.134 cfs @ 8.03 hrs, Volume= 0.046 af
Routed to Pond 103P : Parking Lot Detention Basin

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Peak Elev= 354.35' @ 8.03 hrs Surf.Area= 61 sf Storage= 13.083 cf

Plug-Flow detention time= 0.8 min calculated for 0.046 af (100% of inflow)
Center-of-Mass det. time= 0.4 min (701.6 - 701.2)

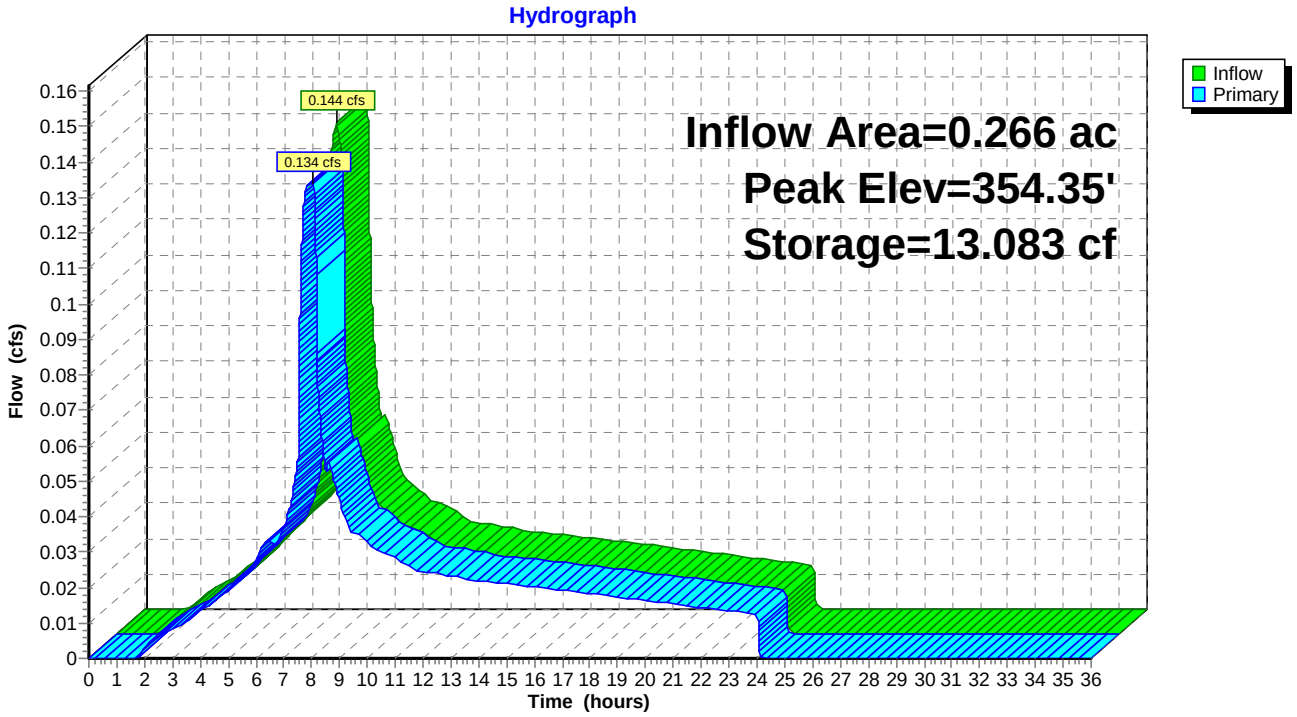
Volume	Invert	Avail.Storage	Storage Description
#1	349.00'	733.732 cf	**Custom Stage Data (Pyramidal)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
349.00	1	0.000	0.000	1
354.00	1	5.000	5.000	21
355.00	425	148.872	153.872	447
356.00	750	579.860	733.732	786

Device	Routing	Invert	Outlet Devices
#1	Primary	350.00'	**Pump** Discharges@355.50' 2.0000" Diam. x 85.0' Long Discharge, Hazen-Williams C= 130 Flow (gpm)= 32.0 42.5 53.0 65.0 82.0 Head (feet)= 15.00 12.50 10.00 7.50 5.00 -Loss (feet)= 2.27 3.83 5.77 8.42 12.94 =Lift (feet)= 12.73 8.67 4.23 -0.92 -7.94

Primary OutFlow Max=0.134 cfs @ 8.03 hrs HW=354.35' (Free Discharge)
1=Pump (Pump Controls 0.134 cfs)

Pond 102P: Load Bay Area



Summary for Pond 103P: Parking Lot Detention Basin

Inflow Area = 1.011 ac, 70.83% Impervious, Inflow Depth = 1.61" for 2 Year event
Inflow = 0.404 cfs @ 7.94 hrs, Volume= 0.136 af
Outflow = 0.134 cfs @ 9.07 hrs, Volume= 0.136 af, Atten= 67%, Lag= 67.8 min
Primary = 0.134 cfs @ 9.07 hrs, Volume= 0.136 af
Secondary = 0.000 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Peak Elev= 357.63' @ 9.07 hrs Surf.Area= 5,349 sf Storage= 633.165 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 23.4 min (773.7 - 750.3)

Volume	Invert	Avail.Storage	Storage Description
#1	357.25'	1,887.345 cf	**Custom Stage Data (Pyramidal)** Listed below (Recalc)

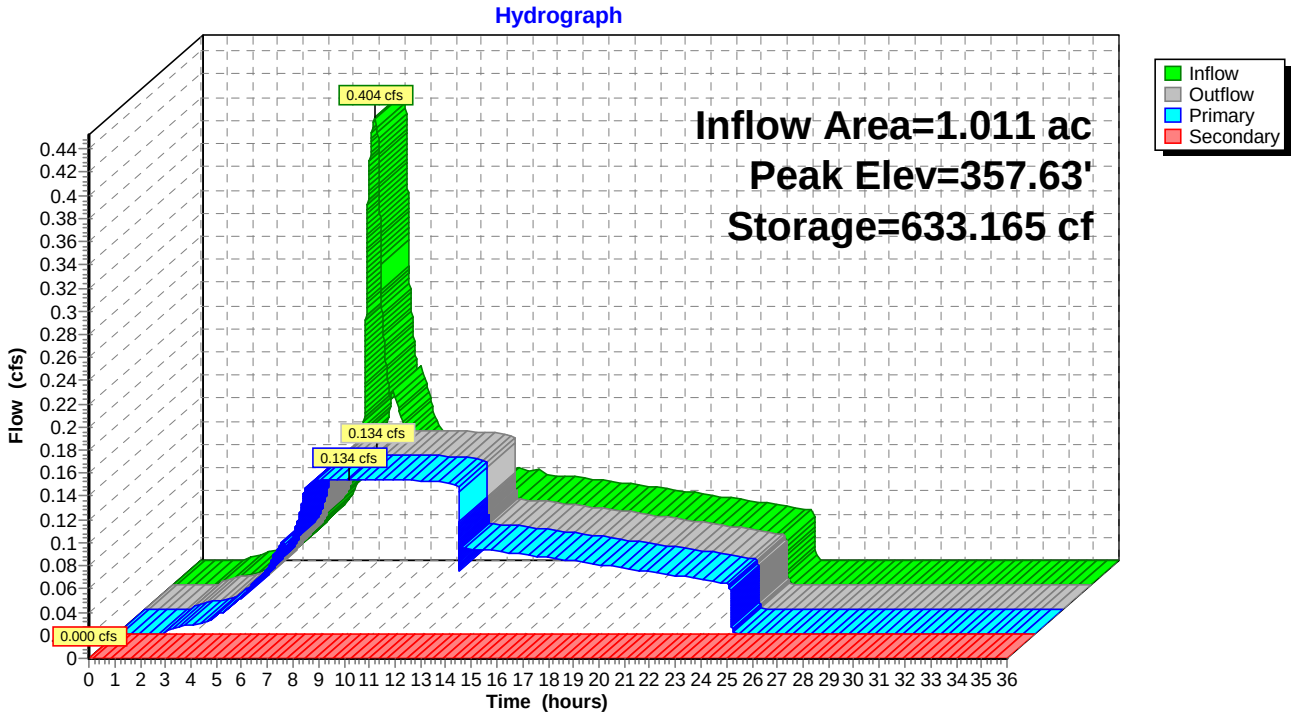
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
357.25	0	0.000	0.000	0
357.30	76	1.267	1.267	76
357.40	688	33.089	34.356	688
357.50	2,024	129.735	164.090	2,024
357.60	4,778	330.392	494.483	4,778
357.70	7,019	586.270	1,080.753	7,019
357.75	8,422	385.493	1,466.245	8,423
357.80	8,422	421.100	1,887.345	8,441

Device	Routing	Invert	Outlet Devices
#1	Primary	354.26'	**1.6750" Vert. Orifice 1** C= 0.600 Limited to weir flow at low heads
#2	Primary	357.63'	**12.0000" Horiz. Standpipe** C= 0.600 Limited to weir flow at low heads
#3	Secondary	357.75'	**1.3125" x 12.0000" Horiz. Area Drain Catch Basin X 18.00 columns** X 2 rows C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.134 cfs @ 9.07 hrs HW=357.63' (Free Discharge)
└**1=Orifice 1** (Orifice Controls 0.134 cfs @ 8.74 fps)
└**2=Standpipe** (Controls 0.000 cfs)

Secondary OutFlow Max=0.000 cfs @ 0.00 hrs HW=357.25' (Free Discharge)
└**3=Area Drain Catch Basin** (Controls 0.000 cfs)

Pond 103P: Parking Lot Detention Basin



Summary for Subcatchment 100S: Basin 1

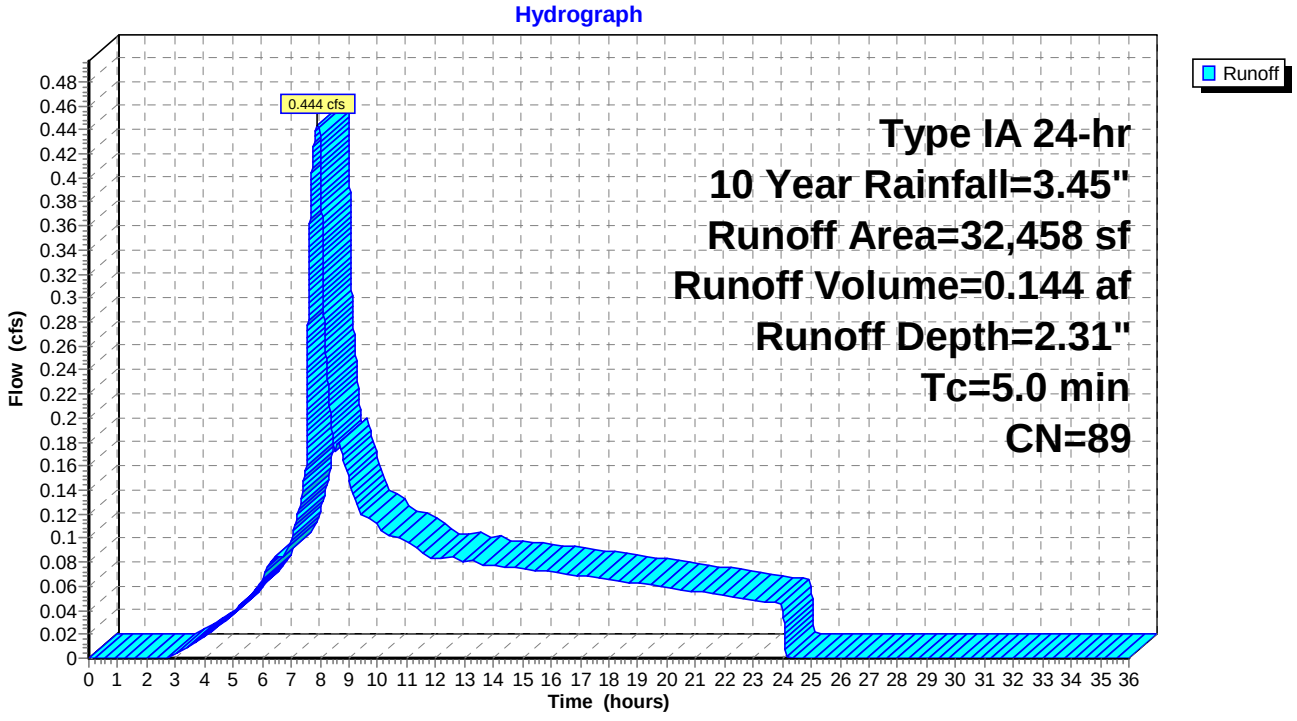
Runoff = 0.444 cfs @ 7.92 hrs, Volume= 0.144 af, Depth= 2.31"
Routed to Pond 103P : Parking Lot Detention Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 10 Year Rainfall=3.45"

Area (sf)	CN	Description
20,660	98	Paved parking, HSG C
11,798	74	>75% Grass cover, Good, HSG C
32,458	89	Weighted Average
11,798		36.35% Pervious Area
20,660		63.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 100S: Basin 1



Summary for Subcatchment 101S: Basin 2

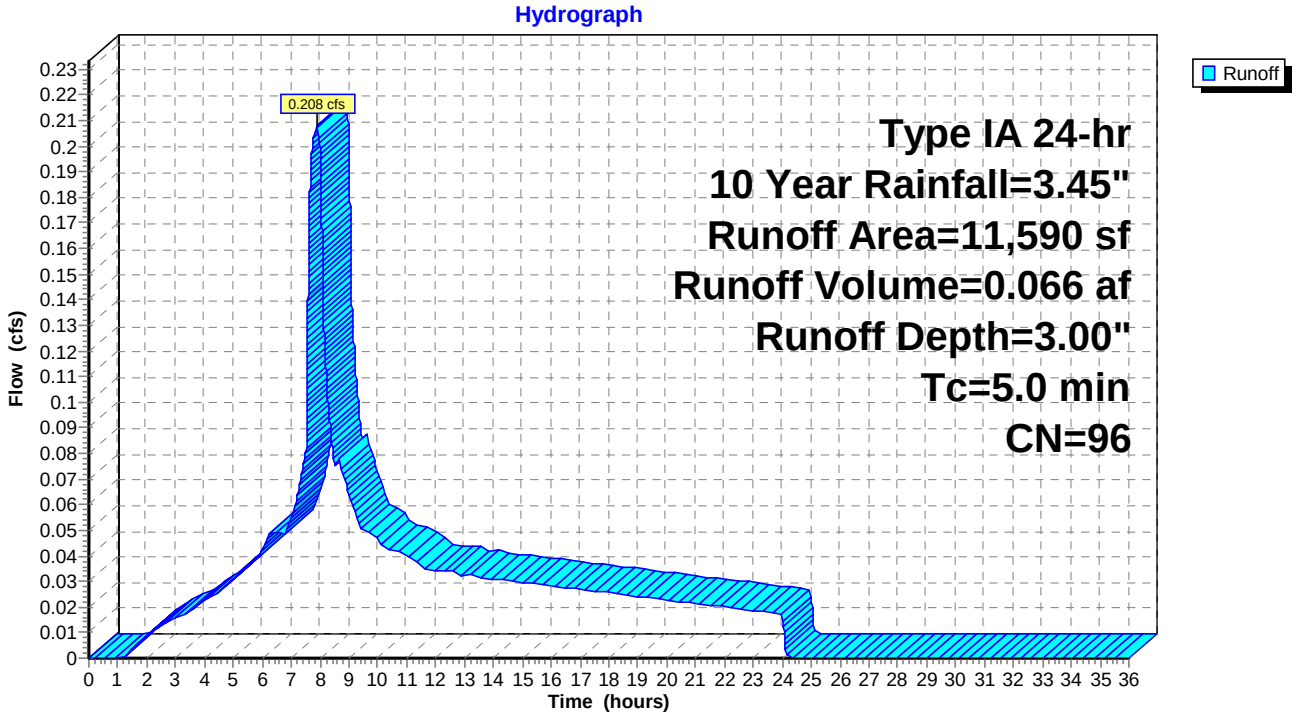
Runoff = 0.208 cfs @ 7.87 hrs, Volume= 0.066 af, Depth= 3.00"
Routed to Pond 102P : Load Bay Area

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 10 Year Rainfall=3.45"

Area (sf)	CN	Description
10,537	98	Paved parking, HSG C
1,053	74	>75% Grass cover, Good, HSG C
11,590	96	Weighted Average
1,053		9.09% Pervious Area
10,537		90.91% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 101S: Basin 2



Summary for Pond 102P: Load Bay Area

Inflow Area = 0.266 ac, 90.91% Impervious, Inflow Depth = 3.00" for 10 Year event
Inflow = 0.208 cfs @ 7.87 hrs, Volume= 0.066 af
Outflow = 0.137 cfs @ 8.11 hrs, Volume= 0.066 af, Atten= 34%, Lag= 14.3 min
Primary = 0.137 cfs @ 8.11 hrs, Volume= 0.066 af
Routed to Pond 103P : Parking Lot Detention Basin

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Peak Elev= 354.88' @ 8.11 hrs Surf.Area= 336 sf Storage= 109.512 cf

Plug-Flow detention time= 2.0 min calculated for 0.066 af (100% of inflow)
Center-of-Mass det. time= 1.7 min (688.1 - 686.4)

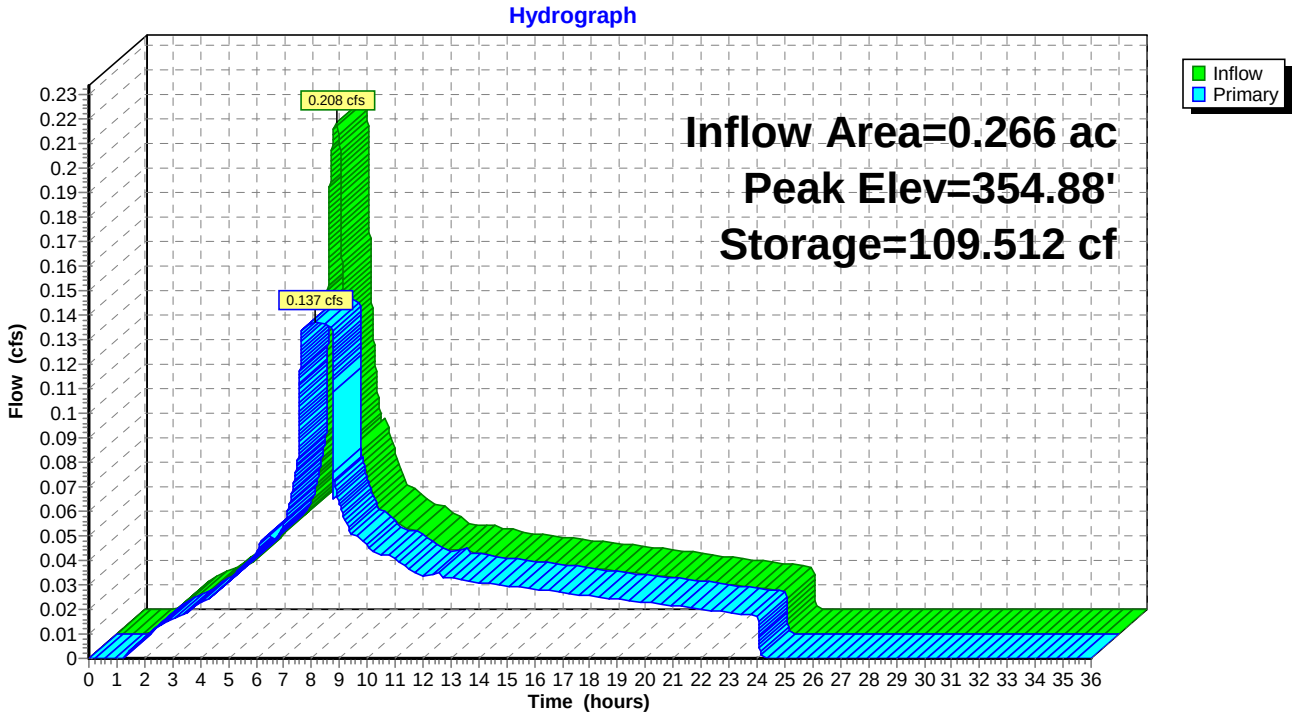
Volume	Invert	Avail.Storage	Storage Description
#1	349.00'	733.732 cf	**Custom Stage Data (Pyramidal)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
349.00	1	0.000	0.000	1
354.00	1	5.000	5.000	21
355.00	425	148.872	153.872	447
356.00	750	579.860	733.732	786

Device	Routing	Invert	Outlet Devices
#1	Primary	350.00'	**Pump** Discharges@355.50' 2.0000" Diam. x 85.0' Long Discharge, Hazen-Williams C= 130 Flow (gpm)= 32.0 42.5 53.0 65.0 82.0 Head (feet)= 15.00 12.50 10.00 7.50 5.00 -Loss (feet)= 2.27 3.83 5.77 8.42 12.94 =Lift (feet)= 12.73 8.67 4.23 -0.92 -7.94

Primary OutFlow Max=0.137 cfs @ 8.11 hrs HW=354.88' (Free Discharge)
1=Pump (Pump Controls 0.137 cfs)

Pond 102P: Load Bay Area



Summary for Pond 103P: Parking Lot Detention Basin

Inflow Area = 1.011 ac, 70.83% Impervious, Inflow Depth = 2.49" for 10 Year event
Inflow = 0.580 cfs @ 7.92 hrs, Volume= 0.210 af
Outflow = 0.303 cfs @ 8.75 hrs, Volume= 0.210 af, Atten= 48%, Lag= 50.1 min
Primary = 0.303 cfs @ 8.75 hrs, Volume= 0.210 af
Secondary = 0.000 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Peak Elev= 357.69' @ 8.75 hrs Surf.Area= 6,880 sf Storage= 1,041.117 cf

Plug-Flow detention time= 39.8 min calculated for 0.210 af (100% of inflow)
Center-of-Mass det. time= 39.8 min (769.3 - 729.6)

Volume	Invert	Avail.Storage	Storage Description
#1	357.25'	1,887.345 cf	**Custom Stage Data (Pyramidal)** Listed below (Recalc)

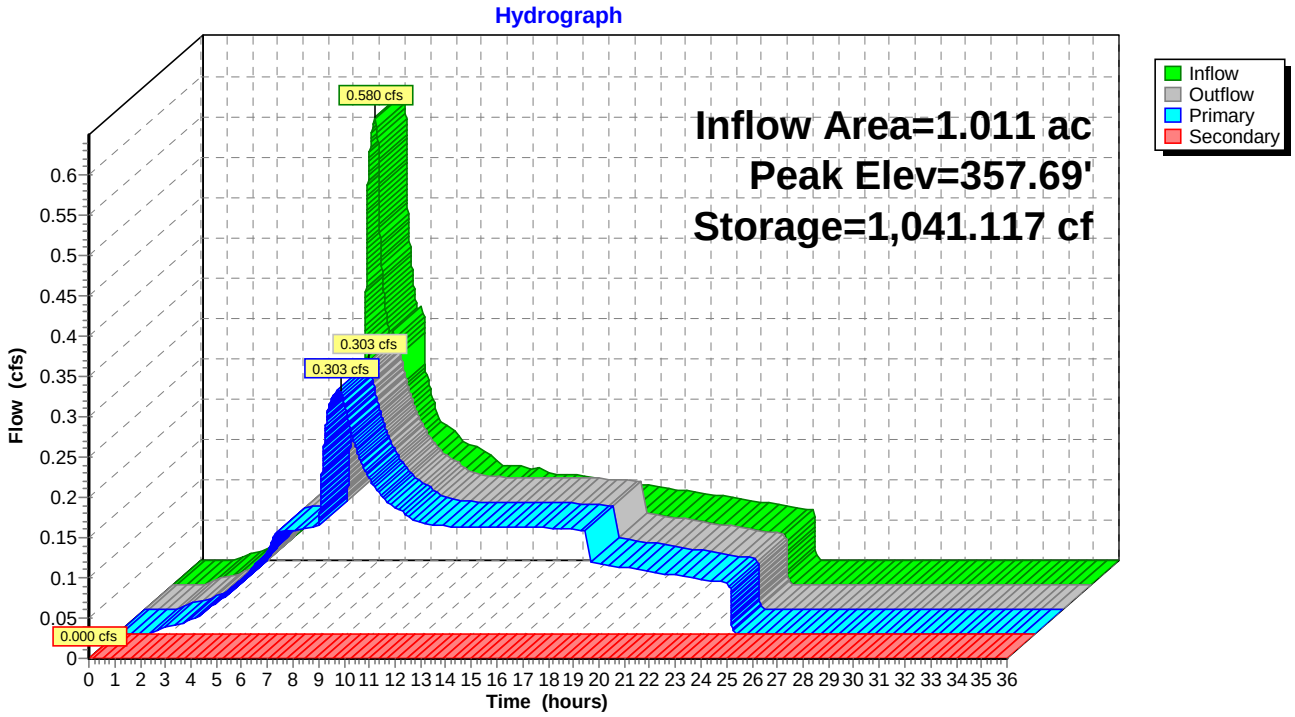
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
357.25	0	0.000	0.000	0
357.30	76	1.267	1.267	76
357.40	688	33.089	34.356	688
357.50	2,024	129.735	164.090	2,024
357.60	4,778	330.392	494.483	4,778
357.70	7,019	586.270	1,080.753	7,019
357.75	8,422	385.493	1,466.245	8,423
357.80	8,422	421.100	1,887.345	8,441

Device	Routing	Invert	Outlet Devices
#1	Primary	354.26'	**1.6750" Vert. Orifice 1** C= 0.600 Limited to weir flow at low heads
#2	Primary	357.63'	**12.0000" Horiz. Standpipe** C= 0.600 Limited to weir flow at low heads
#3	Secondary	357.75'	**1.3125" x 12.0000" Horiz. Area Drain Catch Basin X 18.00 columns** X 2 rows C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.303 cfs @ 8.75 hrs HW=357.69' (Free Discharge)
└**1=Orifice 1** (Orifice Controls 0.135 cfs @ 8.83 fps)
└**2=Standpipe** (Weir Controls 0.167 cfs @ 0.83 fps)

Secondary OutFlow Max=0.000 cfs @ 0.00 hrs HW=357.25' (Free Discharge)
└**3=Area Drain Catch Basin** (Controls 0.000 cfs)

Pond 103P: Parking Lot Detention Basin



Summary for Subcatchment 100S: Basin 1

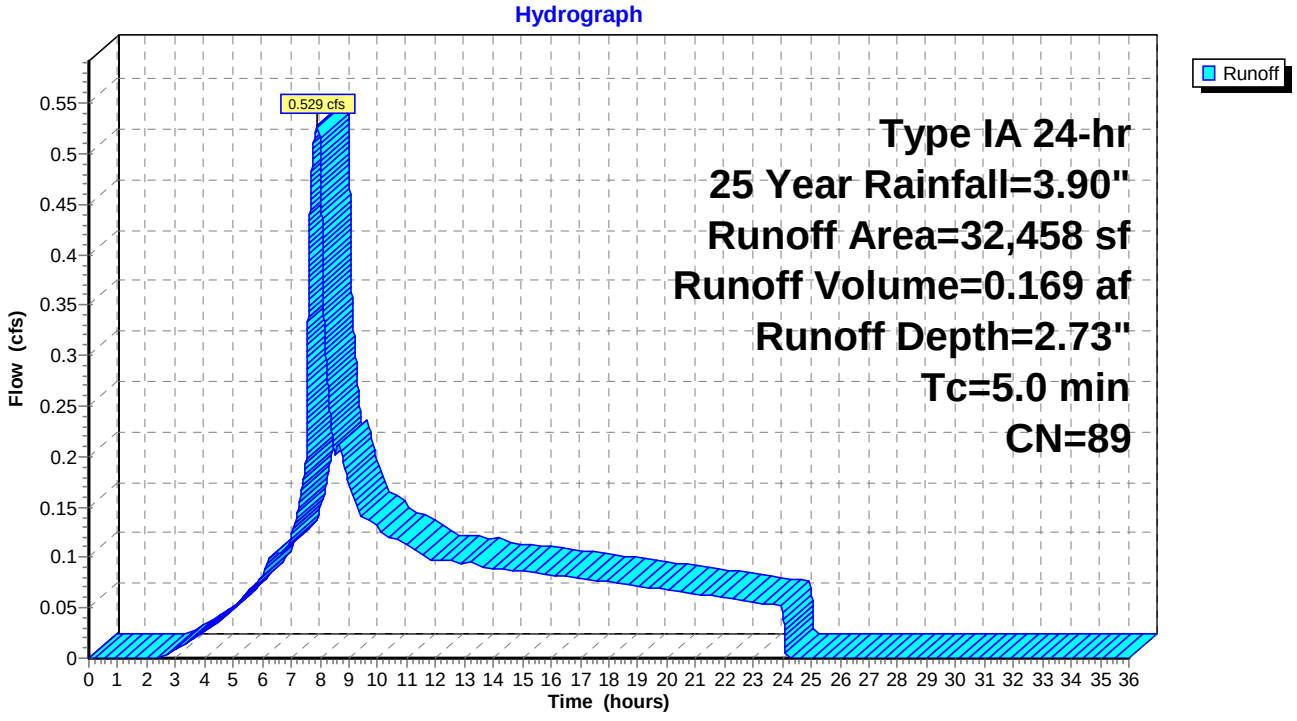
Runoff = 0.529 cfs @ 7.91 hrs, Volume= 0.169 af, Depth= 2.73"
Routed to Pond 103P : Parking Lot Detention Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 25 Year Rainfall=3.90"

Area (sf)	CN	Description
20,660	98	Paved parking, HSG C
11,798	74	>75% Grass cover, Good, HSG C
32,458	89	Weighted Average
11,798		36.35% Pervious Area
20,660		63.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 100S: Basin 1



Summary for Subcatchment 101S: Basin 2

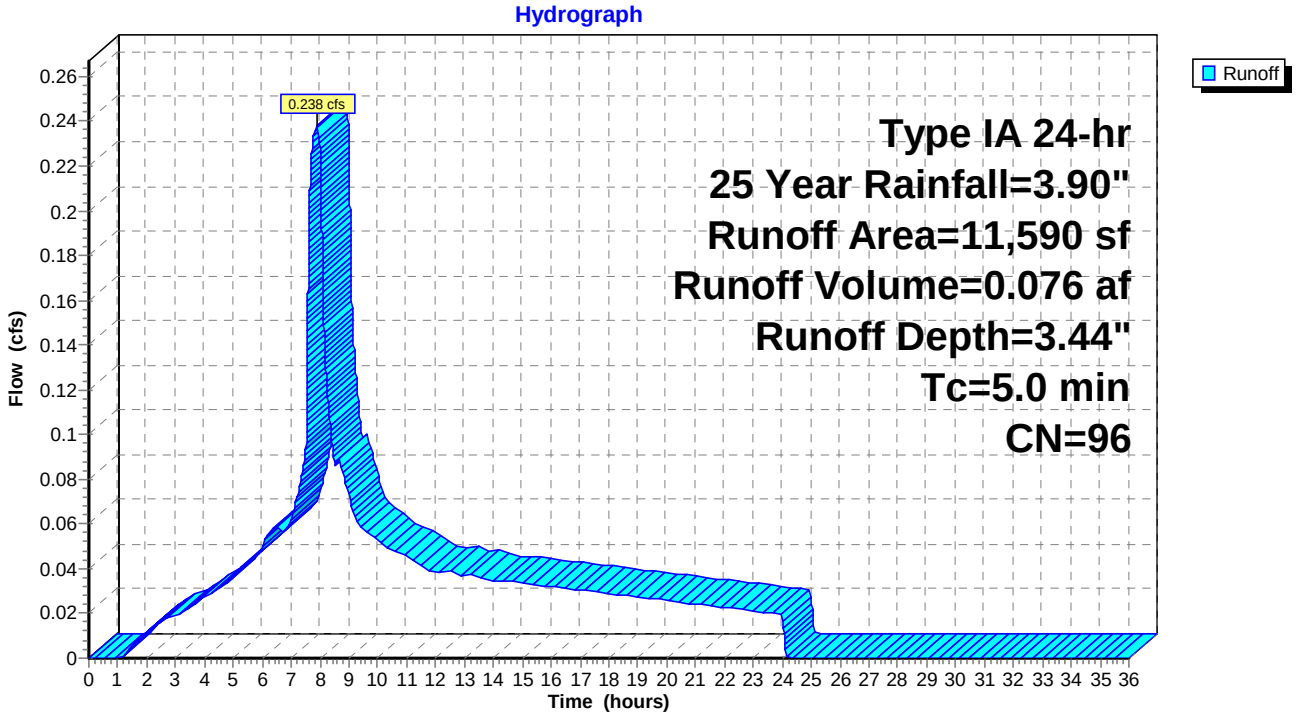
Runoff = 0.238 cfs @ 7.86 hrs, Volume= 0.076 af, Depth= 3.44"
Routed to Pond 102P : Load Bay Area

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Type IA 24-hr 25 Year Rainfall=3.90"

Area (sf)	CN	Description
10,537	98	Paved parking, HSG C
1,053	74	>75% Grass cover, Good, HSG C
11,590	96	Weighted Average
1,053		9.09% Pervious Area
10,537		90.91% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 101S: Basin 2



Summary for Pond 102P: Load Bay Area

Inflow Area = 0.266 ac, 90.91% Impervious, Inflow Depth = 3.44" for 25 Year event
Inflow = 0.238 cfs @ 7.86 hrs, Volume= 0.076 af
Outflow = 0.138 cfs @ 8.17 hrs, Volume= 0.076 af, Atten= 42%, Lag= 18.2 min
Primary = 0.138 cfs @ 8.17 hrs, Volume= 0.076 af
Routed to Pond 103P : Parking Lot Detention Basin

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Peak Elev= 355.02' @ 8.17 hrs Surf.Area= 432 sf Storage= 163.981 cf

Plug-Flow detention time= 3.1 min calculated for 0.076 af (100% of inflow)
Center-of-Mass det. time= 2.8 min (684.3 - 681.5)

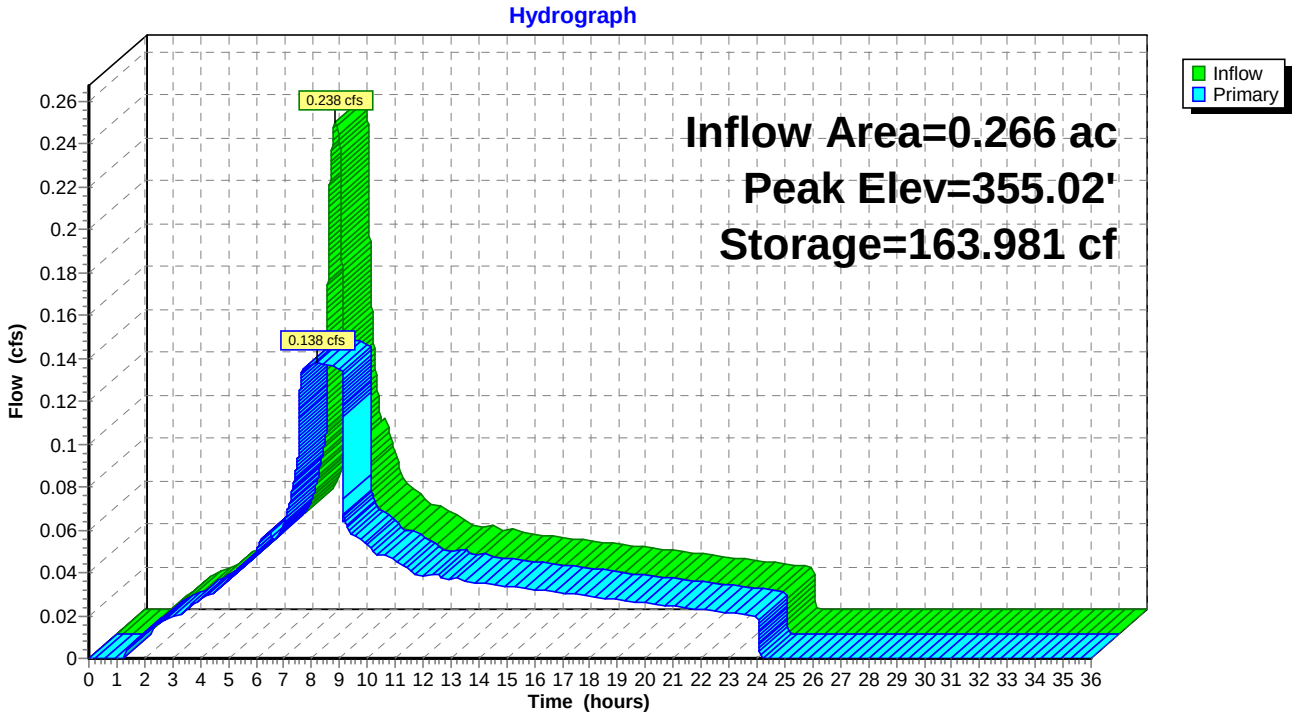
Volume	Invert	Avail.Storage	Storage Description
#1	349.00'	733.732 cf	**Custom Stage Data (Pyramidal)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
349.00	1	0.000	0.000	1
354.00	1	5.000	5.000	21
355.00	425	148.872	153.872	447
356.00	750	579.860	733.732	786

Device	Routing	Invert	Outlet Devices
#1	Primary	350.00'	**Pump** Discharges@355.50' 2.0000" Diam. x 85.0' Long Discharge, Hazen-Williams C= 130 Flow (gpm)= 32.0 42.5 53.0 65.0 82.0 Head (feet)= 15.00 12.50 10.00 7.50 5.00 -Loss (feet)= 2.27 3.83 5.77 8.42 12.94 =Lift (feet)= 12.73 8.67 4.23 -0.92 -7.94

Primary OutFlow Max=0.138 cfs @ 8.17 hrs HW=355.02' (Free Discharge)
1=Pump (Pump Controls 0.138 cfs)

Pond 102P: Load Bay Area



Summary for Pond 103P: Parking Lot Detention Basin

Inflow Area = 1.011 ac, 70.83% Impervious, Inflow Depth = 2.92" for 25 Year event
Inflow = 0.665 cfs @ 7.91 hrs, Volume= 0.246 af
Outflow = 0.381 cfs @ 8.35 hrs, Volume= 0.246 af, Atten= 43%, Lag= 26.4 min
Primary = 0.381 cfs @ 8.35 hrs, Volume= 0.246 af
Secondary = 0.000 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.00 hrs
Peak Elev= 357.71' @ 8.35 hrs Surf.Area= 7,373 sf Storage= 1,174.563 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 46.7 min (769.3 - 722.6)

Volume	Invert	Avail.Storage	Storage Description
#1	357.25'	1,887.345 cf	**Custom Stage Data (Pyramidal)** Listed below (Recalc)

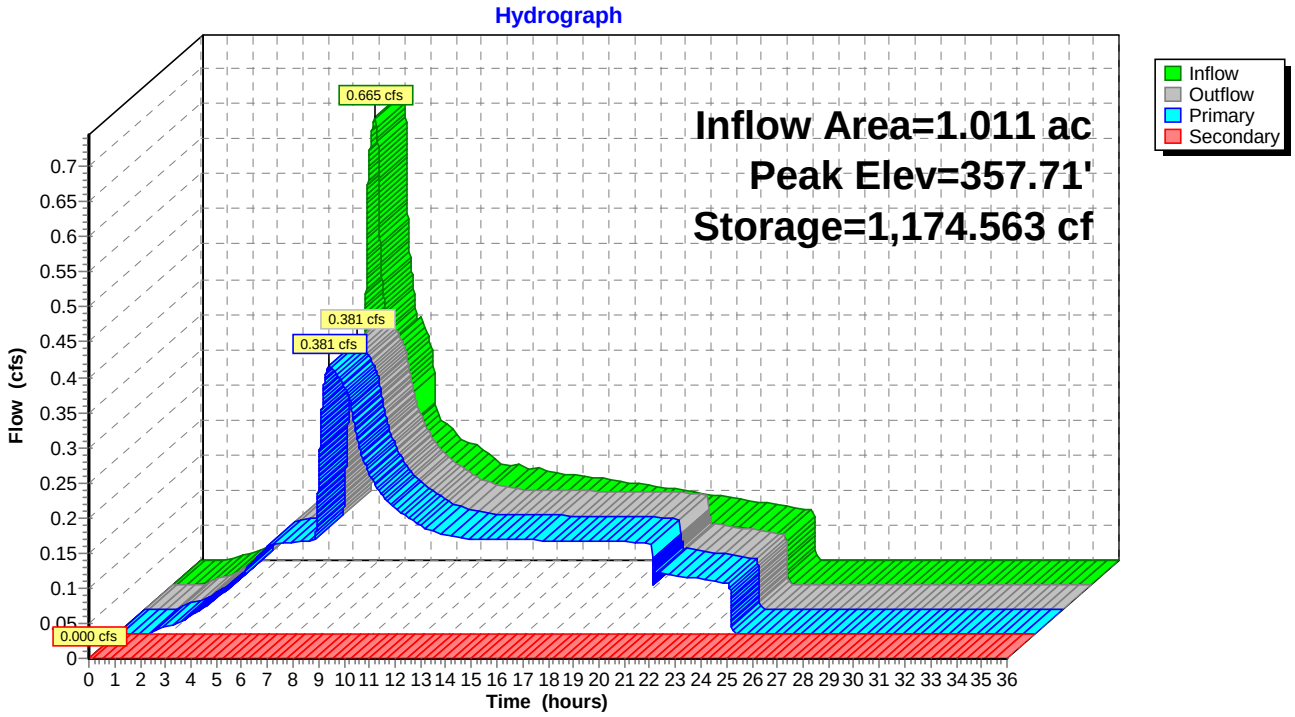
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
357.25	0	0.000	0.000	0
357.30	76	1.267	1.267	76
357.40	688	33.089	34.356	688
357.50	2,024	129.735	164.090	2,024
357.60	4,778	330.392	494.483	4,778
357.70	7,019	586.270	1,080.753	7,019
357.75	8,422	385.493	1,466.245	8,423
357.80	8,422	421.100	1,887.345	8,441

Device	Routing	Invert	Outlet Devices
#1	Primary	354.26'	**1.6750" Vert. Orifice 1** C= 0.600 Limited to weir flow at low heads
#2	Primary	357.63'	**12.0000" Horiz. Standpipe** C= 0.600 Limited to weir flow at low heads
#3	Secondary	357.75'	**1.3125" x 12.0000" Horiz. Area Drain Catch Basin X 18.00 columns** X 2 rows C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.381 cfs @ 8.35 hrs HW=357.71' (Free Discharge)
└**1=Orifice 1** (Orifice Controls 0.136 cfs @ 8.86 fps)
└**2=Standpipe** (Weir Controls 0.246 cfs @ 0.94 fps)

Secondary OutFlow Max=0.000 cfs @ 0.00 hrs HW=357.25' (Free Discharge)
└**3=Area Drain Catch Basin** (Controls 0.000 cfs)

Pond 103P: Parking Lot Detention Basin



APPENDIX F: OPERATION AND MAINTENANCE FORMS

CONTECH®
ENGINEERED SOLUTIONS

StormFilter Inspection and Maintenance Procedures

Maintenance Guidelines

The primary purpose of the Stormwater Management StormFilter® is to filter and prevent pollutants from entering our waterways. Like any effective filtration system, periodically these pollutants must be removed to restore the StormFilter to its full efficiency and effectiveness.

Maintenance requirements and frequency are dependent on the pollutant load characteristics of each site. Maintenance activities may be required in the event of a chemical spill or due to excessive sediment loading from site erosion or extreme storms. It is a good practice to inspect the system after major storm events.

Maintenance Procedures

Although there are many effective maintenance options, we believe the following procedure to be efficient, using common equipment and existing maintenance protocols. The following two-step procedure is recommended::

1. **Inspection**
   - Inspection of the vault interior to determine the need for maintenance.
2. **Maintenance**
   - Cartridge replacement
   - Sediment removal

Inspection and Maintenance Timing

At least one scheduled inspection should take place per year with maintenance following as warranted.

First, an inspection should be done before the winter season. During the inspection the need for maintenance should be determined and, if disposal during maintenance will be required, samples of the accumulated sediments and media should be obtained.

Second, if warranted, a maintenance (replacement of the filter cartridges and removal of accumulated sediments) should be performed during periods of dry weather.

In addition to these two activities, it is important to check the condition of the StormFilter unit after major storms for potential damage caused by high flows and for high sediment accumulation that may be caused by localized erosion in the drainage area. It may be necessary to adjust the inspection/ maintenance schedule depending on the actual operating conditions encountered by the system. In general, inspection activities can be conducted at any time, and maintenance should occur, if warranted, during dryer months in late summer to early fall.

Maintenance Frequency

The primary factor for determining frequency of maintenance for the StormFilter is sediment loading.

A properly functioning system will remove solids from water by trapping particulates in the porous structure of the filter media inside the cartridges. The flow through the system will naturally decrease as more and more particulates are trapped. Eventually the flow through the cartridges will be low enough to require replacement. It may be possible to extend the usable span of the cartridges by removing sediment from upstream trapping devices on a routine as-needed basis, in order to prevent material from being re-suspended and discharged to the StormFilter treatment system.

The average maintenance lifecycle is approximately 1-5 years. Site conditions greatly influence maintenance requirements. StormFilter units located in areas with erosion or active construction may need to be inspected and maintained more often than those with fully stabilized surface conditions.

Regulatory requirements or a chemical spill can shift maintenance timing as well. The maintenance frequency may be adjusted as additional monitoring information becomes available during the inspection program. Areas that develop known problems should be inspected more frequently than areas that demonstrate no problems, particularly after major storms. Ultimately, inspection and maintenance activities should be scheduled based on the historic records and characteristics of an individual StormFilter system or site. It is recommended that the site owner develop a database to properly manage StormFilter inspection and maintenance programs..

Inspection Procedures

The primary goal of an inspection is to assess the condition of the cartridges relative to the level of visual sediment loading as it relates to decreased treatment capacity. It may be desirable to conduct this inspection during a storm to observe the relative flow through the filter cartridges. If the submerged cartridges are severely plugged, then typically large amounts of sediments will be present and very little flow will be discharged from the drainage pipes. If this is the case, then maintenance is warranted and the cartridges need to be replaced.

Warning: In the case of a spill, the worker should abort inspection activities until the proper guidance is obtained. Notify the local hazard control agency and Contech Engineered Solutions immediately.

To conduct an inspection:

Important: Inspection should be performed by a person who is familiar with the operation and configuration of the StormFilter treatment unit and the unit's role, relative to detention or retention facilities onsite.

1. If applicable, set up safety equipment to protect and notify surrounding vehicle and pedestrian traffic.
2. Visually inspect the external condition of the unit and take notes concerning defects/problems.
3. Open the access portals to the vault and allow the system vent.
4. Without entering the vault, visually inspect the inside of the unit, and note accumulations of liquids and solids.
5. Be sure to record the level of sediment build-up on the floor of the vault, in the forebay, and on top of the cartridges. If flow is occurring, note the flow of water per drainage pipe. Record all observations. Digital pictures are valuable for historical documentation.
6. Close and fasten the access portals.
7. Remove safety equipment.
8. If appropriate, make notes about the local drainage area relative to ongoing construction, erosion problems, or high loading of other materials to the system.
9. Discuss conditions that suggest maintenance and make decision as to whether or not maintenance is needed.

Maintenance Decision Tree

The need for maintenance is typically based on results of the inspection. The following Maintenance Decision Tree should be used as a general guide. (Other factors, such as Regulatory Requirements, may need to be considered).

Please note Stormwater Management StormFilter devices installed downstream of, or integrated within, a stormwater storage facility typically have different operational parameters (i.e. draindown time). In these cases, the inspector must understand the relationship between the retention/detention facility and the treatment system by evaluating site specific civil engineering plans, or contacting the engineer of record, and make adjustments to the below guidance as necessary. Sediment deposition depths and patterns within the StormFilter are likely to be quite different compared to systems without upstream storage and therefore shouldn't be used exclusively to evaluate a need for maintenance.

1. Sediment loading on the vault floor.
   a. If >4" of accumulated sediment, maintenance is required.
2. Sediment loading on top of the cartridge.
   a. If >1/4" of accumulation, maintenance is required.
3. Submerged cartridges.
   a. If >4" of static water above cartridge bottom for more than 24 hours after end of rain event, maintenance is required. (Catch basins have standing water in the cartridge bay.)
4. Plugged media.
   a. While not required in all cases, inspection of the media within the cartridge may provide valuable additional information.
   b. If pore space between media granules is absent, maintenance is required.
5. Bypass condition.
   a. If inspection is conducted during an average rain fall event and StormFilter remains in bypass condition (water over the internal outlet baffle wall or submerged cartridges), maintenance is required.
6. Hazardous material release.
   a. If hazardous material release (automotive fluids or other) is reported, maintenance is required.
7. Pronounced scum line.
   a. If pronounced scum line (say ≥ 1/4" thick) is present above top cap, maintenance is required.

Maintenance

Depending on the configuration of the particular system, maintenance personnel will be required to enter the vault to perform the maintenance.

Important: If vault entry is required, OSHA rules for confined space entry must be followed.

Filter cartridge replacement should occur during dry weather. It may be necessary to plug the filter inlet pipe if base flows is occurring.

Replacement cartridges can be delivered to the site or customers facility. Information concerning how to obtain the replacement cartridges is available from Contech Engineered Solutions.

Warning: In the case of a spill, the maintenance personnel should abort maintenance activities until the proper guidance is obtained. Notify the local hazard control agency and Contech Engineered Solutions immediately.

To conduct cartridge replacement and sediment removal maintenance:

1. If applicable, set up safety equipment to protect maintenance personnel and pedestrians from site hazards.
2. Visually inspect the external condition of the unit and take notes concerning defects/problems.
3. Open the doors (access portals) to the vault and allow the system to vent.
4. Without entering the vault, give the inside of the unit, including components, a general condition inspection.
5. Make notes about the external and internal condition of the vault. Give particular attention to recording the level of sediment build-up on the floor of the vault, in the forebay, and on top of the internal components.
6. Using appropriate equipment offload the replacement cartridges (up to 150 lbs. each) and set aside.
7. Remove used cartridges from the vault using one of the following methods:

Method 1:

A. This activity will require that maintenance personnel enter the vault to remove the cartridges from the under drain manifold and place them under the vault opening for lifting (removal). Disconnect each filter cartridge from the underdrain connector by rotating counterclockwise 1/4 of a turn. Roll the loose cartridge, on edge, to a convenient spot beneath the vault access.

   Using appropriate hoisting equipment, attach a cable from the boom, crane, or tripod to the loose cartridge. Contact Contech Engineered Solutions for suggested attachment devices.

B. Remove the used cartridges (up to 250 lbs. each) from the vault.

Important: Care must be used to avoid damaging the cartridges during removal and installation. The cost of repairing components damaged during maintenance will be the responsibility of the owner.

C. Set the used cartridge aside or load onto the hauling truck.

D. Continue steps a through c until all cartridges have been removed.

Method 2:

A. This activity will require that maintenance personnel enter the vault to remove the cartridges from the under drain manifold and place them under the vault opening for lifting (removal). Disconnect each filter cartridge from the underdrain connector by rotating counterclockwise 1/4 of a turn. Roll the loose cartridge, on edge, to a convenient spot beneath the vault access.

B. Unscrew the cartridge cap.

C. Remove the cartridge hood and float.

D. At location under structure access, tip the cartridge on its side.

E. Empty the cartridge onto the vault floor. Reassemble the empty cartridge.

F. Set the empty, used cartridge aside or load onto the hauling truck.

G. Continue steps a through e until all cartridges have been removed.

8. Remove accumulated sediment from the floor of the vault and from the forebay. This can most effectively be accomplished by use of a vacuum truck.
9. Once the sediments are removed, assess the condition of the vault and the condition of the connectors.
10. Using the vacuum truck boom, crane, or tripod, lower and install the new cartridges. Once again, take care not to damage connections.
11. Close and fasten the door.
12. Remove safety equipment.
13. Finally, dispose of the accumulated materials in accordance with applicable regulations. Make arrangements to return the used **empty** cartridges to Contech Engineered Solutions.

Material Disposal

The accumulated sediment found in stormwater treatment and conveyance systems must be handled and disposed of in accordance with regulatory protocols. It is possible for sediments to contain measurable concentrations of heavy metals and organic chemicals (such as pesticides and petroleum products). Areas with the greatest potential for high pollutant loading include industrial areas and heavily traveled roads.

Sediments and water must be disposed of in accordance with all applicable waste disposal regulations. When scheduling maintenance, consideration must be made for the disposal of solid and liquid wastes. This typically requires coordination with a local landfill for solid waste disposal. For liquid waste disposal a number of options are available including a municipal vacuum truck decant facility, local waste water treatment plant or on-site treatment and discharge.

Related Maintenance Activities - Performed on an as-needed basis

StormFilter units are often just one of many structures in a more comprehensive stormwater drainage and treatment system.

In order for maintenance of the StormFilter to be successful, it is imperative that all other components be properly maintained. The maintenance/repair of upstream facilities should be carried out prior to StormFilter maintenance activities.

In addition to considering upstream facilities, it is also important to correct any problems identified in the drainage area. Drainage area concerns may include: erosion problems, heavy oil loading, and discharges of inappropriate materials.

Inspection Report

Date: _____ Personnel: _____

Location: _____ System Size: _____ Months in Service: _____

System Type: Vault ☐ Cast-In-Place ☐ Linear Catch Basin ☐ Manhole ☐ Other: _____

Sediment Thickness in Forebay: _____ Date: _____

Sediment Depth on Vault Floor: _____

Sediment Depth on Cartridge Top(s): _____

Structural Damage: _____

Estimated Flow from Drainage Pipes (if available): _____

Cartridges Submerged: Yes ☐ No ☐ Depth of Standing Water: _____

StormFilter Maintenance Activities (check off if done and give description)

☐ Trash and Debris Removal: _____

☐ Minor Structural Repairs: _____

☐ Drainage Area Report _____

Excessive Oil Loading: Yes ☐ No ☐ Source: _____

Sediment Accumulation on Pavement: Yes ☐ No ☐ Source: _____

Erosion of Landscaped Areas: Yes ☐ No ☐ Source: _____

Items Needing Further Work: _____

Owners should contact the local public works department and inquire about how the department disposes of their street waste residuals.

Other Comments:

_____

_____

_____

_____

_____

_____

_____

_____

Review the condition reports from the previous inspection visits.

StormFilter Maintenance Report

Date: _____ Personnel: _____

Location: _____ System Size: _____

System Type: Vault ☐ Cast-In-Place ☐ Linear Catch Basin ☐ Manhole ☐ Other: _____

List Safety Procedures and Equipment Used: _____

_____

_____

System Observations

Months in Service: _____

Oil in Forebay (if present): Yes ☐ No ☐

Sediment Depth in Forebay (if present): _____

Sediment Depth on Vault Floor: _____

Sediment Depth on Cartridge Top(s): _____

Structural Damage: _____

Drainage Area Report

Excessive Oil Loading: Yes ☐ No ☐ Source: _____

Sediment Accumulation on Pavement: Yes ☐ No ☐ Source: _____

Erosion of Landscaped Areas: Yes ☐ No ☐ Source: _____

StormFilter Cartridge Replacement Maintenance Activities

Remove Trash and Debris: Yes ☐ No ☐ Details: _____

Replace Cartridges: Yes ☐ No ☐ Details: _____

Sediment Removed: Yes ☐ No ☐ Details: _____

Quantity of Sediment Removed (estimate?):

Minor Structural Repairs: Yes ☐ No ☐ Details: _____

Residuals (debris, sediment) Disposal Methods: _____

Notes:

_____

_____

_____

_____

_____

_____

_____

RECYCLED PAPER

CONTECH®
ENGINEERED SOLUTIONS

800-338-1122

www.ContechES.com

Contech Engineered Solutions LLC provides site solutions for the civil engineering industry. Contech's portfolio includes bridges, drainage, sanitary sewer, stormwater and earth stabilization products. For information on other Contech division offerings, visit www.ContechES.com or call 800.338.1122.

Support

- Drawings and specifications are available at www.conteches.com.
- Site-specific design support is available from our engineers.

Objectid: 159800
Primary Address: 721 W Main St, Molalla, 97038
Jurisdiction: Molalla (https://www.cityofmolalla.com)
Map Number: 52E08AC
Taxlot Number: 52E08AC04100
Parcel Number: 01091491
Document Number: 2022-046830
Census Tract: 023901
Landclass: 101

Assessment

Estimated Acres: 1.02
Current Year Assessed Value: $303,092.00
Market Building Value: $328,280.00
Market Land Value: $336,256.00

Market Total Value: $664,536.00
Sq Ft: 2060
Bedrooms: 5
Baths: 2
Year Built: 1950
Sale Price: $665,000.00
Doc Date: 08/18/2022
Doc Type: S
Taxcode: 035039

Schools

Elementary School

Molalla Elementary (https://mes.molallariv.k12.or.us/)
Molalla River
4125 Sweigle Ave, Molalla, 97038
503-829-2359

Middle School

Molalla River Middle (https://mrms.molallariv.k12.or.us/)
Molalla River
318 Leroy Ave, Molalla, 97038
503-829-6133

High School

Molalla High (https://mhs.molallariv.k12.or.us/)
Molalla
357 Frances St, Molalla, 97038
503-829-6382

Public Safety

Nearest Police Station

Molalla Police

Nearest Fire Station

Molalla Station #82
320 N Molalla Ave, Molalla 97038
Molalla RFPD #73

Zoning & Development

Designation: Contact City
Urban Growth Boundary: MOLALLA UGB

Voting

Voting Precincts: 111
State House District: 18
State Senate District: 9
Congressional District: 5

Utilities & Districts

Community Planning Organization

City

Sanitary Hauler

Molalla Sanitary (https://clackamas.us/recycling/garbage/company.html)
Distant Rural Fee Zone

School District

Molalla River (http://www.molallariv.k12.or.us)

Environmental & Hazards

Flood

Likely not in a flood zone.

Wildfire

You may be at low to moderate risk.

Earthquake Hazard

You may be at a lower risk.

Soils

79B - Sawtell Silt Loam, 0 To 8 Percent Slopes

Approximate Elevation

357.00 ft

North Folk Dam Failure

Most likely not at risk of flooding due to dam failure

River Mill Dam Failure

Most likely not at risk of flooding due to dam failure

Timothy Dam Failure

Most likely not at risk of flooding due to dam failure

Parks

Nearby

Billy Sheets Field and BMX Track (http://www.cityofmolalla.com/parksrec/page/billy-sheets-field-bmx-track)
920 Toliver Rd, Molalla
0.52 miles
Leonard Long Park (http://www.cityofmolalla.com/parksrec/page/leonard-long-park)
310 N Molalla Ave, Molalla
0.51 miles
Molalla Skate Park (http://www.cityofmolalla.com/parksrec/page/molalla-skate-park)
215 Kennel Ave, Molalla
0.44 miles
Odd Fellows Park (http://www.cityofmolalla.com/parksrec/page/odd-fellows-park)
106 S Molalla Ave, Molalla
0.50 miles
Rotary Park
510 W Main St, Molalla
0.25 miles

Documents

Surveyor Documents

Survey - SN2023-269 (https://maps.clackamas.us/survey/PSImages/5S2E/08/SN2023-269.tif)
Survey - SN5698 (https://maps.clackamas.us/survey/PSImages/5S2E/09/PS5698.tif)
Plat - 0360 (https://maps.clackamas.us/survey/SDImages/5S2E/08/0360-SURVEY.tif)
Plat - 0360 (https://maps.clackamas.us/survey/SDImages/5S2E/08/0360.tif)
Plat - 0369 (https://maps.clackamas.us/survey/SDImages/5S2E/08/0369.tif)

Assessor Documents

Taxmap - 5S2E08AC (https://maps.clackamas.us/taxmap/03_5s2e08ac.pdf)

District Maps

State House District

Disclaimer & Liability

The information and maps accessed through this web site provide a visual display for your convenience using data from Clackamas County's Geographic Information System. Every reasonable effort has been made to assure the accuracy of the maps and associated data from several sources. Clackamas County makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. Clackamas County explicitly disclaims any representations and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. Clackamas County shall assume no liability for any errors, omissions, or inaccuracies in the information provided regardless of how caused. Clackamas County assumes no liability for any decisions made or actions taken or not taken by the user of this information or data furnished hereunder. Users are strongly advised to verify from authoritative sources any information displayed in this application before making decisions.

Liability Statement (http://www.clackamas.us/liability.html)

Exhibit C:

Public Works Comments

Community Development Department
315 Kennel Ave/PO Box 248
Molalla, OR 97038
Phone 503.759.0205
www.cityofmolalla.com

Feberary 5th, 2025

TO: Mac Corthell, Community Developer Director
Dan Zinder, Planning Director
Jamie Viveiros, Assisant Planner.

FROM: Sam Miller, Engineering Section Manager

RE: SDR01-2024 (721 W Main Street)

Based on a review of the materials submitted, Staff has prepared the following comments. These comments are applicable to the subject application; any subsequent modifications may require amendments and/or additions. These conditions do not include requirements already set forth in the municipal code.

CONDITIONS

1. Specific Requirements To This Site:
   A. Transportation – in accordance with MMC 17-3.6.020 Transportation Standards:

      1. Applicant has prepared and submitted a Traffic Impact Analysis for the proposed development which has been analyzed and accepted by the City and ODOT. The Proposed development does not meet signal threshold at the OR 211/Leroy intersection and therefore no signal improvements will be required.

      2. OR 211 (W Main Street): OR 211 (W Main Street) The property is located on an arterial street under the jurisdiction of the Oregon Department of Transportation (ODOT). The applicant must comply with all requirements outlined in the transportation system master plan, as well as ODOT's roadway and access standards. Currently, the property has two access points, but the applicant proposes to use only the access from the westerly approach. This proposal aligns with the Transportation System Plan (TSP) and spacing requirements. The applicant will be required to remove the second access point located on the east side of the development and reconstruct the existing western access per ODOT recommendations.

      3. Right-of-way Dedications/Donations: The Clackamas County Survey SN2023-269 indicates that there is an existing 60 feet of right-of-way. However, the Transportation Master Plan requires a right-of-way of 68 feet. Therefore, the applicant must dedicate enough right-of-way to meet the Transportation System Plan (TSP) requirement of an additional 34 feet from the centerline.

4. On ODOT rights-of-way, For areas within ODOT (Oregon Department of Transportation) right-of-way, the applicant will need to provide sufficient right-of-way to accommodate various width improvements. Additionally, the applicant is responsible for constructing sidewalk widening that meets ODOT standards. ODOT requires that donations of right-of-way adhere to the guidelines outlined in Chapter 5.322 of the Developer Mitigation Donation section in the ODOT Right-of-Way Manual.

5. Applicant will be required to dedicate a 10-foot-wide public utility easement fronting the public right of way if one does not exist. Applicant shall provide proof of existing dedication.

6. Access to public streets shall be limited to the proposed locations and all accesses shall be constructed in such a manner as to eliminate turning conflicts. Access spacing shall conform to the City of Molalla Transportation Systems Plan and ODOT Traffic & Highway Design Manual. The proposed width of access points shall adhere to ODOT standards, and the applicant is required to apply for a State Highway Approach Road Permit with ODOT. Any alterations within the state highway right-of-way must also comply with ODOT standards.

7. Transportation SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from transportation SDC charges. SDC's shall be calculated in accordance with the SDC methodology.

B. Storm - in Accordance with MMC 17-3.6.050 Storm Drainage and Surface Water Management:

1. The applicant has submitted a Stormwater Analysis as part of their application. The existing impervious surface on the site is 3,921 square feet, while the proposed development will increase this to a total of 31,197 square feet of impervious surface. Since the addition of 5,000 square feet or more of impervious surface is planned, the applicant must bring the site into compliance with detention water quality standards as specified by Molalla's public works standards and ODOT requirements for discharge into the ODOT right-of-way.

2. ODOT Streets: Storm improvements shall meet ODOT requirements.

3. Stormwater SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from stormwater SDC charges. SDC's shall be calculated in accordance with the SDC methodology.

C. Sanitary- in accordance with MMC 17-3.6.040 Sanitary Sewer Service Improvements:

1. The development consists of an office and warehouse facility for pool and spa covers. The developer is responsible for extending the necessary utility lines and providing connections during the development process. Engineered construction plans must be submitted to the City as part of the construction plan submission process. The City will

review and approve these plans to ensure compliance with relevant codes.

2. Sewer SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from Sewer SDC charges. SDC's shall be calculated in accordance with the SDC methodology.

D. Water- in accordance with MMC 17-3.6.040 Water Service Improvements:

1. The development consists of an office and warehouse facility for pool and spa covers. The developer is responsible for extending the necessary utility lines and providing connections during the development process. Engineered construction plans must be submitted to the City as part of the construction plan submission process. The City will review and approve these plans to ensure compliance with relevant codes.

2. Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then applicants engineer shall coordinate with Public Works for the extension of a public water line, and dedication of easements.

3. Water SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from water SDC charges. SDC's shall be calculated in accordance with the SDC methodology.

E. Parks:

1. Parks SDC's – In accordance with SMC 13.70.110 this commercial/non-conforming use development permit is exempt from parks SDC charges.

F. Franchise Utility Services:

1. All utilities to the project shall be served underground services. No overhead crossings of public right of way shall be approved by the city.

DESIGN REQUIREMENTS & POLICIES

1. General Requirements:

A. For commercial development projects, all public improvements shall be completed and accepted by the Public Works Department or otherwise bonded in accordance with MMC 17-3.6.010 and the City of Molalla Public Works Design Standards prior to issuance of building permits. No connections to City services shall be allowed until improvements to the public system to which connection is sought are completed and accepted by City of Molalla Public Works.

B. For commercial development projects, all public improvements shall be completed and accepted by the Public Works Department prior to issuance of any occupancy.

C. From the materials submitted, it appears that the storm drain, domestic water and sanitary sewer facilities will be obtained from main line connections and/or extensions. Separate engineering drawings reflecting the installation of these public utilities will be required.

D. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, bonding, right-of-way and easements have been obtained and approved by staff, and Staff is notified a minimum of 24 hours in advance.

E. Staff reserves the right to require revisions/modifications to the public improvement construction plans and completed street improvements, if additional modifications or expansion of the sight distance onto adjacent streets is required.

F. All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Molalla Public Work's Standards.

G. Plans submitted for review shall meet the requirements described in Section 1 of the Molalla Standard Specifications for Public Works Construction.

H. All public improvement designs shall meet the requirements of the Molalla Standard Specifications for Public Works Construction as amended by the Public Works Director.

I. General Easements – A 10-foot-wide public utility easement shall be dedicated to the City adjacent to all public right-of-way and no structures are allowed to encroach into the easement. Applicant shall be required to submit a legal description and exhibit map for review and sign City easements. Once completed, applicant will be required to record easements with the County Recorder's Office and return the original document to the City prior to final occupancy.

J. General Erosion Control – The applicant shall install, operate, and maintain adequate erosion control measures in conformance with the standards adopted by the City of Molalla and DEQ during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed. Applicant or Applicant's Contractor shall be responsible for all erosion control requirements under the 1200-C permit and shall coordinate directly with DEQ for questions related to 1200-C permit compliance.

Exhibit D:

Molalla Fire District Comments

Molalla Rural Fire Protection District #73

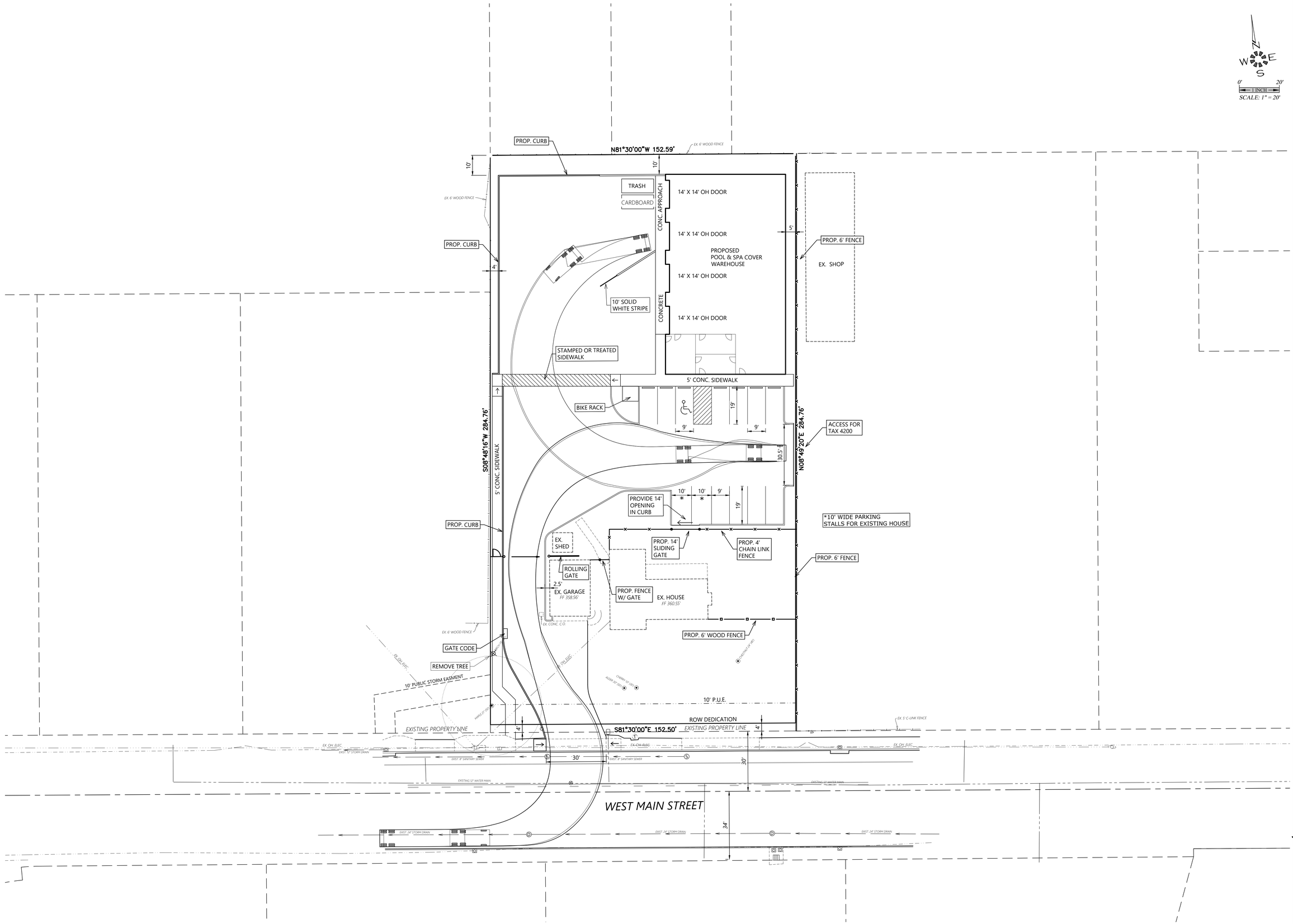
P.O. Box 655 • Molalla, OR 97038 Telephone: 503-829-2200
320 N Molalla Ave. Molalla, OR 97038 Fax: 503-829-5794

Comments for 721 West Main St. Comments are from plans set dated 1/14/25

1) Please provide access width and driving surface measurements. Minimum clear span as measured from the center of the access road is 20 feet. Please also provide the length of the access road.
2) Gate opening clear wide shall not be less than 16 feet. Electronic gate operations will need to include a code for fire department operations that will keep the gate open. If this cannot be accomplished through the key pad, a Knox override system or similar method will be required.
3) The turning template used on page C1.4 is using an articulated tractor trailer. Please overlay the attached fire engine measurements and cramp angles to assure turning radius and access from both directions of travel.
4) Please provide building construction type so fire flow can be calculated. Also provide height of building at sidewall eve connection.
5) Please see the City of Molalla Detail for the hydrant on the complex as this hydrant will require a 4 inch stortz fitting.
6) Racking details as well as commodities that will be stored on the racks will need to be evaluated b y the Clackamas County Building Department. A copy of the detail and commodities list will also need to be sent to Molalla Fire.
7) Please provide details on how waste materials will be stored.
8) Please provide a list of any chemicals that will be stored. NFPA placards may be required.
9) Please advise if the new commercial structure will have a different address than the house.
10) Please advise how the house will be used.

The above comments are based solely on the site plan provided. Molalla Fire reserves the right to review and comment on the plans that are to be submitted for full review or revisions to plans that have already been reviewed.

Review of submitted plans is not an approval of omissions, oversights or authorization of non-compliance with any regulations of this agency or of the regulations of any other agency. Comments on these plans should not be considered a precedent setting, as we will review each project on a case-by-case basis.



MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net

TRUCK TRACKING PLAN

WEST MAIN STREET MOLALLA

76250 C1.4-TRUCK

Design: M.D.G.
Drawn: J.P.H.
Checked: J.B.
Issue Date: 1/16/25
Scale: AS SHOWN

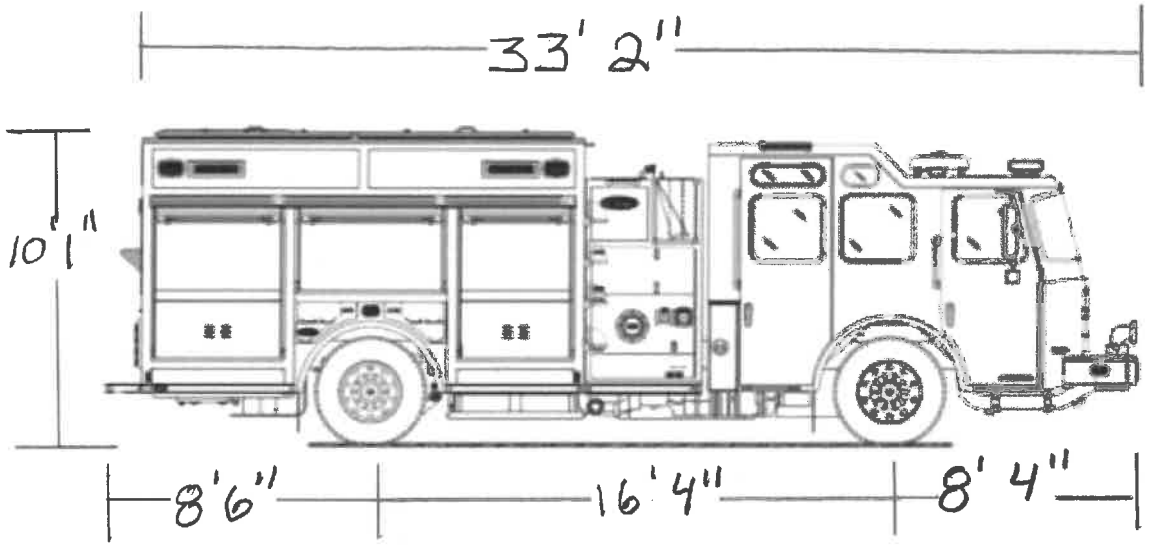
REGISTERED PROFESSIONAL ENGINEER
OREGON
JUNE 1, 1978
MARK D. GRENZ

EXPIRES: 06-30-2025

JOB # 7629

C1.4

E382/E384 Measurements



Cramp angle is 48 degrees left and 44 degrees right. Turning radius for 20-foot-wide driving surface is 28/48. Less than 20-foot driving surface is 44/56. Overall width at front tires is 8"4".

Exhibit E

Oregon Department of Transportation Comments

Oregon
Tina Kotek, Governor

Department of Transportation
Transportation Region 1
123 NW Flanders St.
Portland, OR 97209-4012
(503) 731-8200
Fax: (503) 731-8259

2/19/25 ODOT # 12617

ODOT Formal Response

Project Name: Spinnaker Structure and Drive	**Applicant**: Brandie Dalton – Multi/Tech Engineering
Jurisdiction: City of Molalla	**Jurisdiction Case #:** SDR01-2024
Site Address: 721 W Main St	**State Highway:** Main St (OR 211)

The site of this proposed land use action is adjacent to Main St (OR 211). ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

All ODOT permits and approvals must reach 100% plans before the District Contact signs off on a local jurisdiction building permit or other necessary requirement before construction. T**he applicant should contact the District Contact indicated below to determine permit requirements and to obtain application information**.

These comments, standards, and requirements are current as of the date of this letter. If the project scope and/or timeline has been modified, the applicant should contact the ODOT Region 1 Development Review program (ODOT_R1_DevRev@odot.oregon.gov) for an updated letter as updated comments may be necessary.

LAND USE PROPOSAL

Site design review of a new warehouse and office building.

COMMENTS/FINDINGS

Vehicular Access to the State Highway

ODOT understands the applicant will be closing the eastern access and widening the existing western access from approximately 21 feet to 30 feet wide. These measurements were completed using the provided plansheets. Any work within ODOT ROW will require a Miscellaneous Permit. The widening of the western access will require an Upgrade Application Form for Upgrade to an Existing State Highway Approach. Please contact the District email provided below for further information.

A State Highway Approach Road Permit **is required** by ODOT for access to the State highway.

ODOT Technical Review Requirements

All alterations within the State highway right of way are subject to ODOT standards. Alterations along the State highway but outside of the ODOT right of way may also be subject to ODOT review pending its potential impact on the safe operation of the State highway.

The following ODOT manuals may apply:

- ODOT Traffic Manual
- ODOT Highway Design Manual

- ODOT Hydraulics Design Manual

The ODOT Traffic Manual (TM) identifies items that require ODOT Region Traffic Engineer (RTE) approval. Items requiring RTE approval must be prepared by an Oregon-registered Professional Engineer (P.E.) and will be reviewed by the ODOT Region 1 Technical Center. See the TM for information on authorities and required approvals. Some approvals require a unique request form (Traffic Approval).

Deviations from ODOT Standards

Proposed alterations that deviate from ODOT standards will require a Design Exception/Deviation prepared by an Oregon-registered Professional Engineer (P.E.) for review by the ODOT Region 1 Technical Center. ODOT can only determine if design elements will require a Design Exception/Deviation or RTE approval once detailed plans have been reviewed.

Note: A Design Exception/Deviation or RTE approval items may take **6 months or longer to process**. The preparation of a Design Exception or RTE approval does not guarantee its ultimate approval.

ODOT RECOMMENDED CONDITIONS OF APPROVAL FOR LOCAL

Vehicular Access to the State Highway

☒ An ODOT State Highway Approach Road Permit is required for State highway access with approval of an Application Form for Upgrade to an Existing State Highway Approach. With application submittal, design vehicle turning templates may need to be provided. Site access to the State highway is regulated by OAR 734-051. For application information go to:

https://www.oregon.gov/odot/engineering/pages/access-management.aspx.

Note: It may take up to **6 months or longer** to process an Application Form for Upgrade to an Existing State Highway Approach depending on the level of project complexity and plan review necessary. A general review timeline for Application for State Highway Approach is shown in the link below:

https://www.oregon.gov/odot/Engineering/Docs_AccessMngt/TimeLine.pdf

Permits and Agreements to Work in State Highway

☒ An ODOT Miscellaneous Permit must be obtained for all work in the State highway. When the total value of improvements within the State highway is estimated to be $100,000 or more, a Cooperative Improvement Agreement (CIA) with ODOT is required. A CIA will address the transfer of the improvements to ODOT and any associated technical and administrative costs for projects that meet this improvement threshold. Agreements 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.

Note: If a CIA is required, it may take **6 months or longer** to process.

☒ An ODOT Miscellaneous Permit is required for new or modified connections to State highway drainage facilities. Connections will only be considered if the site's drainage naturally enters the State highway drainage facility. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the State highway drainage facility.

A drainage study prepared by an Oregon-registered Professional Engineer (P.E.) is usually required by ODOT if:

1. Modification to site development or State highway facility trigger the need for treatment, detention and drainage modifications per both local and state standards; or
2. Total peak runoff entering the State highway drainage facility is more significant than 1.77 cubic feet per second; or
3. The improvements increase the impervious surface area to greater than 10,758 square feet.

Contact the ODOT Development Review Planner identified below for further coordination or questions regarding ODOT comments and requirements during the land use process.

Please send a copy of the Notice of Decision/Staff Report with conditions of approval to:
ODOT_R1_DevRev@odot.oregon.gov

Development Review Planner: Marah Danielson	Marah.b.danielson@odot.oregon.gov
District Contact: Robby Cox	D2cap@odot.oregon.gov

Molalla Housing Production Strategy

February 2025 DRAFT

Acknowledgements

This work was funded through the Department of Land Conservation and Development (DLCD) Grant Program.

Molalla City Council

Scott Keyser, Mayor
Jody Newland, Council President
Leota Childress
Terry Shankle
Eric Vermillion
RaeLynn Botsford

Molalla Planning Commission

Doug Eaglebear, Chair
Connie Sharp
Clint Ancell
Martin Ornelas
David Potts
Brady Rickey

Project Advisory Committee

Clint Ancell, Project Manager Aldercrest Development.
Jeffrey Bivens, Director of Development Cold Harbor, LLC
Rae Botsford, Molalla City Council
Mike Keller, Nazarene Church
Leah Fisher, Clackamas County, Built & Natural Environment Analyst
Daniel Haun, Habitat for Humanity
Ravin Lopez, Todos Juntos

Technical Advisory Committee

Martha Fritzie, Clackamas County
Glen Bolen, ODOT
Kelly Reid, DLCD
Syringa Volk, PGE
Vince Stafford, Molalla Fire
Chris Stevenson, DSL
Jevra Brown, DSL
Troy Klein, NW Natural
Ryan Quigley, Dyer Partnerships
Tony Mann, Molalla River School District

Molalla City Staff

Mac Corthell, Planning Director
Dan Zinder, Senior Planner

Consultant Team

Steve Faust, Planning Director, 3J Consulting
Violet Brown, Senior Planner, 3J Consulting
Natalie Olivier, Planner, 3J Consulting
Beth Goodman, Senior Policy Advisor, ECONorthwest

Executive Summary

As required by state law (OAR 660-048-0050), this Housing Production Strategy (HPS) for the City of Molalla utilizes data from the 2023 Molalla Housing Needs Analysis (HNA) and explores diverse options for how the city will promote development to meet the housing need identified in the HNA. The strategies aim to enhance housing affordability, improve access and choice, minimize displacement, and promote housing stability in Molalla. They reflect collaboration with the community through stakeholder interviews, public and technical committees, public meetings, and surveys conducted from 2023-2024. The process involved a thorough review of the city's policies, past actions, and future housing needs, alongside an analysis of populations at risk of marginalization within the current housing landscape.

Molalla's Housing Need: The findings of the 2022 HNA included the following:

1. Forecasted population for Molalla in 2042 is 15,660, which is an increase of 5,432 people. That translates to 1,996 net new dwelling units based on an assumed vacancy rate of 4% and 2.83 persons per household.
2. Future demand anticipates a greater share of medium and high-density housing compared to the current inventory:
    - Single-family detached homes (includes manufactured homes): 55% (1,143 units)
    - Medium density housing (townhouses, plexes): 25% (519 units)
    - High density housing (multi-family apartments): 20% (415 units)

Some segments of the population are particularly vulnerable to increasing housing costs and may have special housing needs. The HPS includes actions that work together to achieve equitable outcomes for all residents of Molalla, with an emphasis on improving outcomes for underserved communities, lower-income households, and people in state and federal protected classes.

The Contextualized Housing Need Memo (Appendix A) highlights:

- 7% of Molalla is living at or below the poverty line, suggesting economic challenges for a substantial number of residents.
- 46% of rental-occupied housing is considered affordable, with households paying less than 30% of income in rent.
- 24% of Molalla identifies as a minority, with 16% identifying as Hispanic or Latino, and homeownership rates are lower for many minority groups compared households overall.
- 16% of Molalla's population is living with a disability, which is higher than county and national averages.
- 410 people were experiencing houselessness in Clackamas County during 2023 Point-in-time counts.

3. **Community Engagement**: Project input helped to shape the strategies in this HPS and included collaboration with Department of Land Conservation and Development (DLCD) staff, Molalla Planning Commission, City Council, County staff, project advisory committee formed with local agencies, faith-based organizations, developers, and advocacy groups, along with one-on-one interviews with both housing producers and housing consumers, online surveys, and public meetings.

4. **Actions to Meet Future Needs**: These strategies reflect six distinct categories, as established by DLCD guidance documents:[1]

- Zoning and Code Changes
- Reduce Regulatory Impediments
- Financial Incentives
- Tax Exemption and Abatement
- Land Acquisition, Lease, and Partnerships
- Custom Options

Discussion of each action includes a description of and approach for the action, implementation considerations, timeline, an estimate of magnitude action's impact, and some suggestions for measuring progress on implementation.

5. **Achieving Fair and Equitable Housing Outcomes:** The actions included in the HPS are evaluated in terms of their impacts on:

- Location of Housing
- Fair Housing and Housing Choice
- Housing Options for Residents Experiencing Homelessness
- Affordable Homeownership and Affordable Rental Housing
- Gentrification, Displacement, and Housing Stability

[1] OAR 660-008-0050 Attachment B

I. Introduction

Oregon Legislature passed House Bill 2003 (2019) to help communities find ways to meet their housing needs. This law requires cities to study their housing needs and develop actions to promote housing production. Cities in Oregon must update their Housing Capacity Analysis (HCA), formerly referred to as a Housing Needs Analysis (HNA), every six years if they are within the Portland Metro Boundary or every eight years if they are outside it. Each city must also adopt a Housing Production Strategy (HPS) within one year of completing their HCA. The HPS outlines actions, such as regulatory changes or financial incentives, to encourage the development of necessary housing types.

An HCA determines if cities have enough land to meet projected housing needs for the next 20 years. If there is a shortfall, cities must amend their Urban Growth Boundary (UGB), allow more housing within the existing UGB, or both. Cities with populations over 2,500 must plan for various housing types, including multi-unit housing, manufactured homes, and government-assisted units, collectively known as "needed housing."

An HPS includes specific plans and policies to address housing needs identified in the HCA, with a timeline for implementation. The Department of Land Conservation and Development (DLCD) reviews and approves each HPS. Cities must evaluate their HPS progress every three or four years based on their HCA schedule. In 2020, DLCD developed rules to help cities comply with HB 2003, defining necessary components for an HPS report and criteria for cities that fail to meet their housing needs.

The City of Molalla, situated in Clackamas County, Oregon, is poised for significant growth and development. To proactively address the city's evolving housing needs, the HPS aims to guide Molalla in achieving a balanced, sustainable, and equitable housing market that supports economic vitality and community well-being. Prior to this work, the city engaged in other housing planning efforts to address concerns of access, quality, and affordability.

In 2023, the Molalla HNA and Buildable Lands Inventory (BLI) reviewed the 20-year growth projections compared to available residential buildable land inside the UGB and found a deficit. A Sequential UGB process was approved, setting the stage for a potential UGB expansion. Building on this progress, the HPS reviewed current conditions in Molalla to inform strategic policies aimed at achieving equitable outcomes for all residents, with an emphasis on improving conditions for underserved communities.

A list of relevant current housing policies can be found in Appendix B.

II. Molalla’s Housing Needs

Housing Needs Analysis

The population forecast for 2042 shows Molalla's population will reach 15,660, marking an increase of 5,432 residents. This population growth necessitates the addition of approximately 1,996 dwelling units. An inventory of the city’s buildable land for housing found an insufficient supply of land to accommodate the housing need, so the city initiated a Goal 14 UGB expansion.

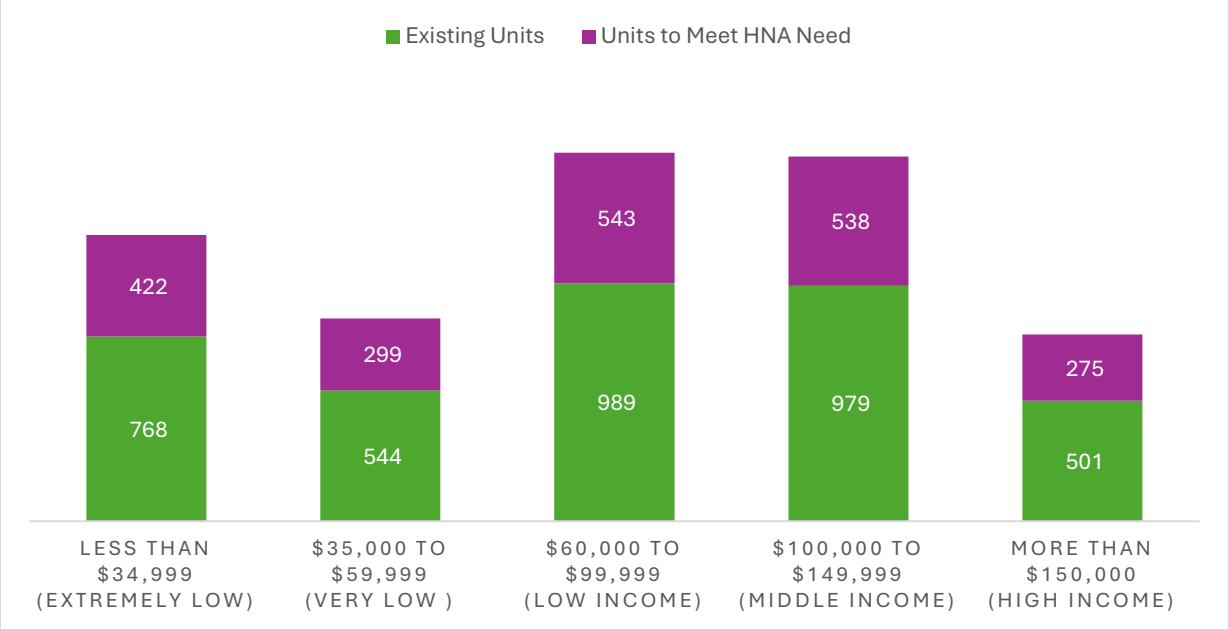
Expectations for future housing demand in Molalla have shifted towards a greater share of medium and high-density housing compared to the current inventory. Single-family detached homes, including manufactured homes, will continue to play a significant role, comprising 55% of the new housing units, which translate to about 1,143 units, reflecting their enduring appeal to homeowners.

Future demand anticipates a greater share of medium and high-density housing compared to the current inventory:

a. Single family detached homes (includes manufactured homes): 55% (1,098 units)
b. Medium density housing (townhouses, plexes): 25% (499 units)
c. High density housing (multi-family apartments): 20% (399 units)

Recognizing and addressing these trends is crucial to understanding the potential impact on housing costs and ensuring that Molalla can accommodate its diverse and expanding population in a way that is affordable to people at all income levels. Figure 1 below shows existing housing units by income bracket and allocates the 1,996 units of needed housing discussed above across those same income brackets based on the assumption that existing ratios will hold.

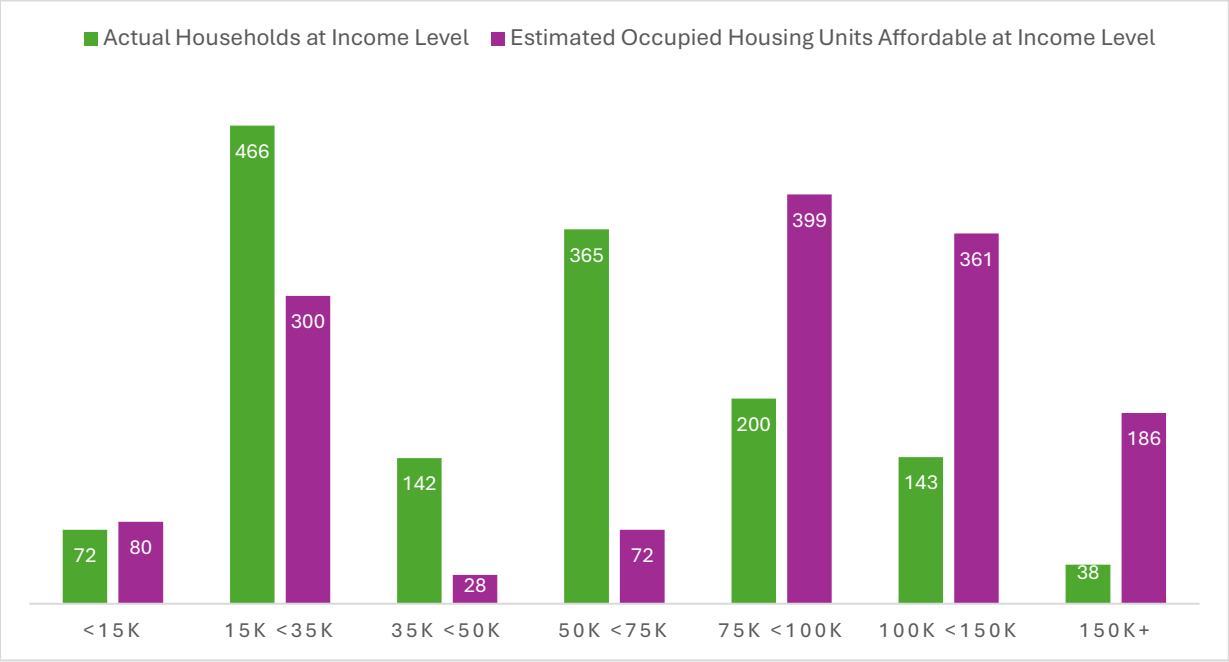
Figure 1: Molalla Housing Units by Income Bracket



Source: Calculations based on ACS 2022 (5-year estimates) in Table B19001 in 2022 Inflation Adjusted Dollars for the City of Molalla with approximate correlation to the 2023 MFI for the Portland-Vancouver-Hillsboro Region. New housing units are reported in the HNA.

Molalla's housing market includes a disconnect between the number of households existing at each income bracket and the supply of housing units with reported costs below 30% of the income for that bracket. Figure 2 illustrates the lack of supply below.

Figure 2: Comparing Rental Households Incomes with Occupied Units Affordable at Each Income Level



Source Calculations based on U.S. Census, ACS 2022 (5-year estimates) Tables B25118 Tenure by Household Income in the Past 12 Months (In 2022 Inflation Adjusted Dollars) and B25063 Gross Rent for Renter-Occupied Housing Units.

When occupied housing units reported within a specific income bracket well exceed the number of existing households in that bracket, those additional households are lower income households paying over 30%, and sometimes over 50% of their income to secure housing. Families making less than $75,000 per year in Molalla compete in the local housing market where the supply of available housing is mostly only affordable to those making well over $75,000 per year, as the figure above illustrates.

Contextualized Housing Need

As detailed in Appendix A, the housing needs of key demographics are considered with emphasis placed on how those needs may be met through policies recommended in the HPS. Key demographics analyzed include:

Rent Burdened Households: There is a clear need in Molalla for supporting development of affordable housing through multifaceted solutions. Market rate housing is unaffordable for members of the community in the lower income segments of the population. Renters are at a higher risk of housing insecurity and may be more susceptible to eviction or homelessness if their financial situation worsens.

Molalla has a total of 3,781 occupied housing units, with about 12% (approximately 461 units) occupied by households earning less than $20,000 annually, indicating significant economic hardship compared to Clackamas County's 6%. Additionally, 7.0% of Molalla's population lives near or below the poverty line.

Out of 2,355 owner-occupied housing units, 24% of homeowners spend 30% or more of their monthly income on housing costs, slightly lower than the county's 26%, yet still indicative of financial strain and housing vulnerability.

Among the 1,426 renter-occupied units, 49% of renters spend 30% or more of their income on housing, compared to 54% in Clackamas County. Additionally, 20% of Molalla renters are severely cost burdened, meaning they are paying more than 50% of their income in rent. This highlights a substantial affordability issue that affects the ability of some households in Molalla to meet their essential needs.

People of Color: The Molalla housing market reflects broader national trends where economic hardship and racial disparities intersect, particularly in the access to housing stability and generational wealth. Homeownership rates in Molalla reveal disparities across racial and ethnic groups. Of the total 3,578 occupied housing units 65% are owner occupied and 35% are renter occupied. African American households, have a high homeownership rate of 90% and represent 0.28% of occupied housing and 0.39% of owner-occupied housing.

American Indian/Alaska Native households have a 46% homeownership rate, and Asian households have a 71% rate. Native Hawaiian/Pacific Islander households exclusively rent. Hispanic/Latino households, comprising 10% of Molalla's population, have a 48% homeownership rate. While small sample sizes are subject to high margin of error, it is important to continue to monitor the relationship between race and access to homeownership as Molalla continues to grow.

People Living with a Disability: One in six residents in Molalla lives with a disability. Disabilities that may be relevant to housing needs and housing choice include ambulatory difficulties (challenges with walking or moving around safely), cognitive difficulties (issues with memory, problem-solving, or concentration), and vision or hearing difficulties (ranging from partial to total hearing/vision loss). About 16% of the Molalla population reports experiencing a disability, compared to 13% in Clackamas County.2 This prevalence emphasizing the need for inclusive and accessible community services, infrastructure, and policies.

People Experiencing Houselessness: In 2023, Point-in-Time (PIT) reports identified 410 people experiencing houselessness in Clackamas County. The 2022-2023 McKinney-Vento Report for Molalla River School District noted 42 children living doubled-up with other families. These findings highlight the need for more emergency shelters, transitional housing, and support services in Clackamas County, as well as collaborative efforts among local authorities and community partners to address houselessness effectively.

[2] Catholic Charities rehabilitated Molalla Gardens, a NOAH financed development built in 1973 and expanded it to 47 total homes across 6 buildings with units set aside for seniors and those fleeing domestic violence as their target population. Community engagement indicated that many residents there are living with disabilities.

III. Community Engagement

Over the course of two rounds of community engagement, the City conducted online surveys, public meetings, stakeholder interviews, and convened a Technical Advisory Committee (TAC) and a Project Advisory Committee (PAC).

Stakeholder Interview Summary

Throughout July 2024, the city interviewed key stakeholders with experience relevant to both housing producers and consumers, such as developers, housing advocates, and consumer representatives for priority populations, including renters, low-income households, displaced households, people with disabilities, and seniors. Housing producers helped to identify barriers and opportunities to facilitate the development of more affordable housing options. Housing consumers shared their experiences attaining affordable housing and the barriers to doing so. The following housing stakeholders were interviewed in connection with this HPS:

- Ant Farm Youth Services
- Molalla Adult Community Center
- Green Light Development
- Plaza Los Robles Apartments
- Mt. View Property Management
- Todos Juntos

The interviews consisted of questions aimed at understanding current and future housing needs for members of the Molalla community. The question sets were personalized for either housing producers or consumers.

Current Housing Types	Specialized Housing Needs	Needed Housing Options
Single family detached	Seniors	Single family detached
Duplex/triplex/fourplex	People with disabilities	Accessory dwelling unit
Apartment/condominium	People with mental illnesses	Manufactured home
Multi-generational	People experiencing homelessness	Duplex/triplex/fourplex
	Lower income families	Apartment/condominium
	Single people	Aging in place
	Lower income individuals	
	People fleeing domestic violence	

Themes Heard During Stakeholder Interviews

Infrastructure Challenges:

- Lack of infrastructure and regulatory complications with state highway regulations.
- Poor city record-keeping on infrastructure improvements.
- Overworked city staff and a perceived lack of a collaborative mindset.

Regulatory and Process Barriers:

- Issues with the amount of time to gain the city's approval and permitting processes.

- Regulatory impediments such as demands for extensive studies and improvements.
- High System Development Charge (SDC) fees.

Opportunities in Zoning:

- There is flexibility in the zoning code allowing for various housing types.
- Interest in opportunities for smaller lots, greater density, and middle housing types.

City Collaboration:

- A need for improved communication and support from city leadership.
- Desire for property tax exemptions, SDC, and permit waivers to facilitate affordable housing development.

Barriers and Solutions:

- Suggestion to expand city boundaries.
- Proposals for mixed-use developments and policies to reduce evictions and keep people in their homes.

Housing Availability and Affordability:

- Difficulty in finding affordable housing that meets their needs (i.e. families, seniors, accessibility).
- Long waiting lists for affordable and senior housing.
- People living in cars due to lack of affordable options.

Specialized Housing Needs:

- Emphasis on the need for housing for seniors, people with disabilities, mental illnesses, and those experiencing homelessness.
- Lower income families and individuals fleeing domestic violence require easier and faster housing application processes.

Desired Housing Types:

- Need for more single-family detached homes, duplexes/triplexes/fourplexes, and aging-in-place accommodations.

Public Meeting

On October 14th, 2024, the City of Molalla held its second public meeting as part of the Housing Production Strategy process. Notice of the meeting was placed on the Molalla Current[3], the city's Facebook page, and an email blast was sent to those subscribed to project updates. The meeting was attended by approximately 10 participants. It began with a project overview, presenting key findings from the HNA and introducing the proposed housing production actions. Participants placed green or red stickers on posters displaying the actions, indicating their support or opposition. Throughout the event, attendees discussed the actions directly with city and consultant staff. Key questions raised during the event included how this process relates to UGB expansion, the status of newly constructed apartments and their rental occupancy, who is responsible for bringing affordable housing projects to the city, and how tax credit properties are monitored for accountability with income restrictions.

[3] https://current.cityofmolalla.com/

The proposed actions were spread across six posters and organized according to their category of action type. Zoning Code Changes, Reduce Regulatory Impediments, Financial Resources, Tax Exemption, Land, Acquisitions, Lease and Partnerships, and Custom Options.

The proposed actions with the most support from meeting attendees were:

- Promote cottage cluster housing
- Create short term rental regulations
- Address impediments to home ownership
- Federal HOME Program
- Sidewalk infill and improvement grant
- Modify SDC fee schedules based on size
- Affordable housing options library of information.

An additional idea proposed by an attendee was to build more income-based properties.

Online Survey

The results of the first two surveys in the city's prior round of engagement combined, revealed the following key themes:

- Molalla residents value residential affordability and support diverse housing options within existing neighborhoods, provided these options prioritize ownership opportunities over rentals.
- Ensuring off-street parking for all housing types in new developments is a key priority.
- Many community members believe there is an overabundance of apartments and rental properties, but a shortage of affordable homeownership opportunities.
- Reserving land for future parks and schools is a top priority for most survey respondents.

The third and most recent survey received 36 responses and revealed that the community is cautious about growth and deeply invested in preserving its small-town character. While there is moderate satisfaction with some actions, many residents express significant concerns over the impact of high-density and affordable housing on Molalla's infrastructure and quality of life. Fears about overcrowded schools, increased traffic, and potential crime underscored a strong preference for single-family homes and senior housing options that align with Molalla's rural aesthetic.

Respondents also voiced skepticism toward government incentives for developers, favoring market-driven approaches to housing. Many feel that incentives risk prioritizing developer interests over community needs, advocating instead for policies that allowed modest, sustainable growth while preserving green spaces and farmland.

Market Factors Highlighted During Engagement

- Interest rates have increased quickly and impact on a developer's ability to secure financing.
- High construction costs limit profit margins and make some projects untenable.
- Molalla is competing with other jurisdictions within the Portland Metro Area that may be experiencing higher rates of growth and thus offer more profitable development opportunities.

How Was Input Considered?

The housing production actions outlined in this plan were directly shaped by community engagement conducted throughout the process. Feedback from the survey, public meeting, advisory committee, and stakeholder interviews emphasized the community's priorities, concerns, and aspirations, providing valuable guidance for action development.

All strategies were vetted by the PAC, which proposed several additional policies, namely Promote Cottage Cluster Housing, Code Revisions for Accessory Dwelling Units, Reduce or exempt System Development Charges for Needed Housing, Low Income Housing Tax Credits (LIHTC), HOME Program from HUD, Affordable Housing Options Library of Information, and Partnerships with Faith Based landowners.

Through every form of engagement, community members called for increased access to needed housing types. This influenced the inclusion of actions such as Code Revisions for ADU's, Develop Standards for Cottage Clusters, and Encourage Lower-Cost Housing Types.

IV. Actions to Meet Future Needs

This section describes the actions that Molalla is including in its HPS to help increase the overall housing supply. These strategies are separated into the six categories, established in OAR 660-008-0050 Exhibit B:

- Zoning and Code Changes
- Reduce Regulatory Impediments
- Financial Incentives
- Tax Exemption and Abatement
- Land Acquisition, Lease, and Partnerships
- Custom Options

The project involved evaluating the community's interest in a wide range of actions. The strategies selected are presented below in Table 1 and organized into the above categories. Strategies considered, but not selected for implementation at this time, are presented later in the document for future consideration.

Table 1. Summary of Actions in the HPS

Zoning and Code Changes			
Number	*Action*	*What is it?*	*How does it help?*
1	Code Revisions for ADUs	Revising development code on ADUs: 1. To make ADU standards less restrictive, and 2. Reduce system development charges (SDCs) below the 1 EDU threshold to be commensurate	Expands affordable, flexible housing options and increases density.

		with actual impact of development.	
2	Develop Standards for Cottage Clusters	Revising development code to add special use standards for permitted cottage cluster housing.	Increases density with multiple small homes on a single lot, offering more affordable and diverse housing options especially for seniors and people experiencing disabilities, while preserving community-oriented living and efficient land use.
3	Small Dwelling Unit Developments	Updating the Development Code to define what qualifies as a "small dwelling unit" as under 2,000 sf. Allow smaller lots than normally permitted if the proposed home fits within the definition of a small dwelling unit.	Increases the number of affordable, smaller homes that can be built on limited land, making efficient use of space and diversifying housing options.
4	Modify Requirements for Ground-floor Retail/Commercial	Allowing flexibility in areas where zoning requirements mandate ground-floor retail, such as in mixed-use zones.	Allows more flexibility in development and financing, potentially reducing costs and promoting more affordable housing.
5	Regulate Short Term Rentals	Updating Development Code to manage and limit the use of housing units for short-term rentals.	Helps preserve long-term rental housing availability and affordability for residents.
Reduce Regulatory Impediments			
Number	*Action*	*What is it?*	*How does it help?*
6	Address Impediments to Home Ownership	1. Comprehensive review of impediments to the development of homeownership opportunities. 2. Development of actionable steps to remove those impediments.	Encourages home ownership among lower-income residents, promoting stability and equity in the housing market.
7	Remove Impediments for Conversions/Duplex parking	Reducing parking requirements that may hinder the conversion of single-family homes to duplexes or similar housing types.	Lowers development costs and makes it easier to create more housing in established neighborhoods.
Financial Incentives			
Number	*Action*	*What is it?*	*How does it help?*

8	Federal Low Income Housing Tax Credit (LIHTC) Program to offset cost of building affordable housing	Take advantage of the LIHTC available to encourage private investment in affordable housing by providing investors with a dollar-for-dollar reduction in federal income tax liability in exchange for investment in qualifying new construction and rehabilitation projects.	Makes affordable housing projects financially viable and encourages private investment in affordable units.
Land Acquisition, Lease, and Partnerships			
Number	*Action*	*What is it?*	*How does it help?*
9	Address unmaintained "zombie" housing	Developing policies to repurpose or redevelop neglected, vacant properties, often in disrepair, for new housing.	Converts unused properties into affordable housing, revitalizing neighborhoods and increasing housing stock.
10	Land Owned by Faith-Based Organizations for Affordable Housing	Partnering with faith-based groups that have unused land, potentially for affordable housing development.	Utilizes underused land resources for community benefit, helping to address local affordable housing needs.
Custom Options			
Number	*Action*	*What is it?*	*How does it help?*
11	Provide public improvement assistance to housing developers within the Urban Renewal Area	Financial assistance for infrastructure improvements, such as roads and utilities, to support housing developments in targeted areas.	Reduces development costs, encouraging housing growth in underdeveloped or strategic areas.
12	Modify SDC fee schedules based on size	Adjusting System Development Charges (SDCs) so that fees are lower for smaller, affordable units and higher for larger homes.	Lowers costs for affordable housing units, making them more financially accessible to builders and buyers.
13	Affordable Housing Options Library of Information	A publicly available resource with information on affordable housing programs, financing options, and other resources for developers and residents.	Provides residents and developers with easy access to affordable housing resources, increasing awareness and support.
14	Collaborating with Clackamas County	Partnering with Clackamas County to align resources, strategies, and programs aimed at preventing homelessness and supporting individuals and families currently experiencing homelessness.	Leverages county expertise and funding while ensuring the city plays an active role in addressing local needs.

Evaluation Criteria for Actions in the HPS

In developing the Housing Production Strategy (HPS), we evaluated each proposed action using specific criteria. While these criteria helped guide our assessment, none were used to entirely exclude an action from the future action list. The following tables summarize the evaluation criteria per action.

- Approach: Assesses how effectively the action addresses Molalla's unmet housing needs.
- City Role: Evaluates whether city staff would lead the implementation or if the city would collaborate with other organizations.
- Potential Impact on Housing Development: Considers the action's likely scale of impact on housing, indicating whether it would result in significant or minimal changes in the housing market.
- Administrative Complexity: Looks at staff time required to implement and manage the action, as well as its overall difficulty or cost of administration.
- Tenure: Determines whether the action primarily benefits renters, homeowners, or both.
- Income Level Served: Focuses on supporting households earning below 120% of the Median Family Income (MFI), aiming to assist those most likely to struggle with housing affordability.

Potential Partners

Implementing the actions in this strategy will require collaboration from key partners essential to constructing, delivering, and preserving housing units. Table 4 outlines the specific roles each partner would play in supporting these actions.

Zoning and Code Reform Strategies

1. Revisions for Accessory Dwelling Units (ADUs)	
What is it?	Revising development code on ADUs: 1. To make ADU standards less restrictive, and 2. Reduce system development charges (SDCs) below the 1 EDU threshold to be commensurate with actual impact of development.
How does it help?	Expands affordable, flexible housing options and increases density.
Approach	Revise development code to increase allowed density.
Policy Lead	City
Potential Impact	Low impact with increased impact potential with implementation of SDC reduction
Complexity	Low
Tenure	Rental
Affordability Target	Low Income (50% to 80% of MFI)
Long-Term Affordability Considerations	Limited, as ADUs typically do not come with affordability restrictions
Benefits/Burdens	**Benefits**: Low-income households, seniors, and single parents gain flexible housing options. **Burdens**: Neighbors may experience increased density and strain on infrastructure.
City Staffing Implications	Moderate staff time for revisions and monitoring
Funding Needs	Minimal direct funding needs; administrative costs
Department	Community Development
Funding Partners	None
Implementation Partners	Developers and Homeowners
Annual Monitoring	Number of ADUs developed

2. Develop Standards for Cottage Clusters	
What is it?	Revising development code to add special use standards for permitted cottage cluster housing.
How does it help?	Increases density with multiple small homes on a single lot, offering more affordable and diverse housing options while preserving community-oriented living and efficient land use.
Approach	Revise development code to increase density
Policy Lead	City
Potential Impact	Low to Moderate
Complexity	Low
Tenure	Owner
Affordability Target	Middle Income (70% to 120% of MFI)
Long-Term Affordability Considerations	May include affordability terms for a set period
Benefits/Burdens	**Benefits**: Middle-income families, single parents, and aging populations gain access to affordable ownership options. **Burdens**: Existing homeowners may resist due to perceived changes in neighborhood character.
City Staffing Implications	Moderate, due to planning and permitting
Funding Needs	Moderate, depending on incentives provided
Department	Community Development
Funding Partners	None
Implementation Partners	Developers
Annual Monitoring	Number of cottage cluster developments, units constructed

3. Small Dwelling Unit Developments	
What is it	Updating the Development Code to define a "small dwelling unit" as less than 2,000 sf and allow smaller lots than normally permitted, if the proposed home fits within the definition of a small dwelling unit.
How does it help	Increases the number of affordable, smaller homes that can be built on limited land, making efficient use of space and diversifying housing options.
Approach	Revise development code to increase density
City Role	Lead
Potential Impact	Low to Moderate
Complexity	Low
Tenure	Both
Affordability Target	Middle Income (70% to 100% of MFI)
Long-Term Affordability Considerations	Could incorporate affordability requirements
Benefits/Burdens	**Benefits**: Young professionals, low- to middle-income households, and persons with disabilities gain affordable housing options. **Burdens**: Zoning changes may impact existing community dynamics.
City Staffing Implications	Moderate, due to planning and zoning adjustments
Funding Needs	Low to moderate, depending on subsidies or incentives
Role	City lead
Department	Community Development
Funding Partners	None
Implementation Partners	Developers
Annual Monitoring	Number of small dwelling units developed

4. Reassess Requirements for Ground-floor Retail/Commercial	
What is it?	Change to "Revisit zoning requirements that mandate ground-floor retail in commercial zones to allow for more flexible mixed use development in these zones.
How does it help?	Allows more flexibility in development, potentially reducing costs and promoting more affordable housing. Revising ground-floor commercial use requirements increases a residential project's feasibility. This can allow for a smaller portion of the ground floor for active use areas, such as community spaces or plazas, a horizontal mix of uses, and rezoning of select parcels from commercial to residential upon demonstration that rezones further affordable housing opportunities without compromising commercial growth.
Approach	Revise development code to increase housing stock by encouraging mixed use development.
Policy Lead	City
Potential Impact	Moderate
Complexity	Low
Tenure	Rental
Affordability Target	Middle Income (70% to 120% of MFI)
Long-Term Affordability Considerations	Minimal impact on affordability
Benefits/Burdens	**Benefits**: Middle-income renters gain more housing opportunities. **Burdens**: Small business owners and workers in mixed-use areas may face fewer commercial spaces and greater strain on infrastructure.
City Staffing Implications	Low to moderate, depending on scope of reassessment
Funding Needs	Minimal; potential lost revenue from reduced commercial space
Department	Community Development
Funding Partners	None
Implementation Partners	Developers
Annual Monitoring	Number of ground-floor retail/commercial spaces converted or developed

5. Regulate Short Term Rentals	
What is it?	Implementing rules to manage and limit the use of housing units for short-term rentals.
How does it help?	Helps preserve long-term rental housing availability and affordability for residents.
Approach	Revise development code to limit rentals to increase permanent housing stock.
Policy Lead	City
Potential Impact	Low
Complexity	Medium
Tenure	Both
Affordability Target	Low to Middle Income (50% to 120% of MFI)
Long-Term Affordability Considerations	No direct affordability impact
Benefits/Burdens	**Benefits**: Long-term renters, including families and low-income individuals, have greater housing availability. **Burdens**: Tourism-based workers and businesses may see reduced revenue.
City Staffing Implications	Moderate, due to enforcement and monitoring
Funding Needs	Moderate, related to enforcement costs
Department	Community Development
Funding Partners	None
Implementation Partners	Homeowners
Annual Monitoring	Number of short-term rental licenses issued, or violations resolved

Reduce Regulatory Impediments

6. Address Impediments to Home Ownership	
What is it?	1. Comprehensive review of impediments to the development of homeownership opportunities. 2. Development of actionable steps to remove those impediments.
How does it help?	Encourages home ownership among lower-income residents, promoting stability and equity in the housing market.
Approach	Increase affordability by removing impediments particularly with condominium development
Policy Lead	City
Potential Impact	Moderate
Complexity	Medium
Tenure	Owner
Affordability Target	Middle Income (70% to 120% of MFI)
Long-Term Affordability Considerations	Could promote long-term affordability through ownership stability
Benefits/Burdens	**Benefits**: First-time buyers, low-income families, and people of color gain pathways to homeownership. **Burdens**: High costs and program complexity could burden the city if uptake is low.
City Staffing Implications	Moderate to High, depending on the number of impediments identified, outreach required, and program management
Funding Needs	High, as it may require significant financial assistance programs
Department	Community Development
Funding Partners	None
Implementation Partners	Nonprofits
Annual Monitoring	Number of households assisted in overcoming homeownership barriers (e.g., down payment assistance, financing)

7. Remove Impediments for Conversions/Duplex parking	
What is it?	Reducing parking requirements that may hinder the conversion of single-family homes to duplexes or similar housing types.
How does it help?	Lowers development costs and makes it easier to create more housing in established neighborhoods.
Approach	Increase stock to make conversions of existing homes into middle housing options more affordable by reducing the need for additional driveways or garages.
City Role	Lead
Potential Impact	Low to Moderate
Complexity	Low
Tenure	Rental
Affordability Target	Low Income (50% to 80% of MFI)
Long-Term Affordability Considerations	May include affordability terms for new units
Benefits/Burdens	**Benefits**: Low-income renters and individuals with limited mobility gain access to more affordable housing. **Burdens**: Homeowners may resist changes to parking and increased strain on neighborhood infrastructure.
City Staffing Implications	Moderate, for planning and regulatory adjustments
Funding Needs	Minimal direct funding; administrative costs
Department	Community Development
Funding Partners	None
Implementation Partners	Developers and Homeowners
Annual Monitoring	Number of conversions to duplexes or parking requirement adjustments made

Financial Incentives

8. Federal Low Income Housing Tax Credit (LIHTC) Program	
What is it?	Taking advantage of the LIHTC available to encourage private investment in affordable housing by providing investors with a dollar-for-dollar reduction in federal income tax liability in exchange for investment in qualifying new construction and rehabilitation projects.
How does it help?	Makes affordable housing projects financially viable and encourages private investment in affordable units.
Approach	Provide Financial Assistance by providing investors with a dollar-for-dollar reduction in federal income tax liability in exchange for investment in qualifying new construction and rehabilitation projects.
Policy Lead	City partnership working with private developers seeking federal financing
Potential Impact	Moderate with potential for higher impact
Complexity	Medium
Tenure	Rental
Affordability Target	Extremely Low to Low Income (less than 50% of MFI)
Long-Term Affordability Considerations	Supports long-term affordability for a fixed period
Benefits/Burdens	**Benefits**: Extremely low- to low-income households and communities of color gain access to stable rental housing. **Burdens**: Market-driven nature may limit broader geographic reach.
City Staffing Implications	Low, as it leverages external funding
Funding Needs	High, but sourced from federal funding
Roles	Partner
Department	Community Development
Funding Partners	Federal Government
Implementation Partners	Developers
Annual Monitoring	Amount of funding allocated through LIHTC; number of affordable units built

Land, Acquisition, Lease, and Partnerships

9. Address unmaintained "zombie" housing	
What is it?	Developing policies to repurpose or redevelop neglected, vacant properties, often in disrepair, for new housing.
How does it help?	Converts unused properties into affordable housing, revitalizing neighborhoods and increasing housing stock.
Approach	Increases habitable housing stock by reducing vacant housing.
Policy Lead	City
Potential Impact	Moderate
Complexity	High
Tenure	Both
Affordability Target	Low to Middle Income (50% to 120% of MFI)
Long-Term Affordability Considerations	No direct affordability impact, unless program directly tied to affordability targets.
Benefits/Burdens	**Benefits**: Families, individuals experiencing homelessness, and communities of color gain rehabilitated housing. **Burdens**: High rehabilitation costs and legal challenges burden the city.
City Staffing Implications	High, due to enforcement and rehabilitation management
Funding Needs	High, particularly for rehabilitation and legal processes
Department	Community Development
Funding Partners	None
Implementation Partners	Developers and Nonprofits
Annual Monitoring	Number of "zombie" homes rehabilitated or demolished

10. Land Owned by Faith-Based Organizations for Affordable Housing	
What is it?	Partnering with faith-based groups that have unused land, potentially for affordable housing development.
How does it help?	Utilizes underused land resources for community benefit, helping to address local affordable housing needs.
Approach	Increase stock by adding new units through future development.
Policy Lead	Partnership with faith based organizations
Potential Impact	Moderate to High
Complexity	Medium
Tenure	Both
Affordability Target	Very Low to Middle Income (30% to 120% of MFI)
Long-Term Affordability Considerations	Can include long-term affordability requirement
Benefits/Burdens	**Benefits**: Very low- to middle-income families, including underserved populations, gain access to new housing. **Burdens**: Dependence on partnerships may delay progress.
City Staffing Implications	Moderate to high, due to partnership management
Funding Needs	Low to moderate, depending on partnership agreements
Department	Community Development
Funding Partners	None
Implementation Partners	Developers and Faith-Based Organizations
Annual Monitoring	Number of projects developed on faith-based owned land

Custom Options

11. Provide public improvement assistance to housing developers within the Urban Renewal Area	
What is it?	Financial assistance for infrastructure improvements, such as roads and utilities, to support housing developments in targeted areas.
How does it help?	Reduces development costs, encouraging housing growth in underdeveloped or strategic areas.
Approach	Reduces development costs by assisting with infrastructure costs.
Policy Lead	City
Potential Impact	Moderate to High
Complexity	Medium
Tenure	Rental
Affordability Target	Low to Middle Income (50% to 120% of MFI)
Long-Term Affordability Considerations	Enhance affordability indirectly by supporting future development.
Benefits/Burdens	**Benefits**: Low- to middle-income renters and underserved communities gain housing opportunities. **Burdens**: Financial cost to the city.
City Staffing Implications	High, due to planning and coordination
Funding Needs	High, dependent on urban renewal funding
Department	Community Development
Funding Partners	None
Implementation Partners	Developers
Annual Monitoring	Amount of public improvement funding allocated; number of projects supported

12. Modify SDC fee schedules based on size	
What is it?	Adjusting System Development Charges (SDCs) so that fees are lower for smaller, affordable units and higher for larger homes.
How does it help?	Lowers costs for affordable housing units, making them more financially accessible to builders and buyers.
Approach	Reduce development costs for smaller/more affordable development
Policy Lead	City
Potential Impact	Moderate to High
Complexity	Low
Tenure	Both
Affordability Target	Low to Middle Income (50% to 120% of MFI)
Long-Term Affordability Considerations	Could promote affordability for smaller units
Benefits/Burdens	**Benefits**: Developers of affordable housing, small households, and low-income renters benefit from reduced costs. **Burdens**: City services may face revenue impacts, with no guarantee that savings will be passed on to buyers/renters, unless required.
City Staffing Implications	Moderate, due to fee structure management
Funding Needs	Moderate, with potential revenue loss
Department	Community Development and Public Works Departments
Funding Partners	None
Implementation Partners	Developers and County
Annual Monitoring	Number of developments benefiting from modified SDC fees

13. Affordable Housing Options Library of Information	
What is it?	A publicly available resource with information on affordable housing programs, financing options, and other resources for developers and residents.
How does it help?	Provides residents and developers with easy access to affordable housing resources, increasing awareness and support.
Approach	Increase information by providing resources to the community housing programs
Policy Lead	City
Potential Impact	Low to Moderate
Complexity	Low
Tenure	Both
Affordability Target	Low Income (50% to 80% of MFI)
Long-Term Affordability Considerations	Indirect impact by increasing awareness
Benefits/Burdens	**Benefits**: Low-income families, seniors, and non-English-speaking residents gain better access to resources. **Burdens**: Minimal risks to the city.
City Staffing Implications	Low, primarily for content creation and updates
Funding Needs	Low, mainly administrative costs
Department	Community Development
Funding Partners	None
Implementation Partners	Nonprofits and Housing Organizations
Annual Monitoring	Number of resources accessed; number of individuals/households assisted

14. Collaborating with Clackamas County to Address Homelessness/Houselessness	
What is it?	Partnering with Clackamas County to align resources, strategies, and programs aimed at preventing homelessness and supporting individuals and families currently experiencing homelessness.
How does it help?	Leverages county expertise and funding while ensuring the city plays an active role in addressing local needs.
Approach	Increase affordability by aligning local efforts with regional goals
City Role	Partner
Potential Impact	Low to Moderate
Complexity	Low
Tenure	Both
Affordability Target	Low Income (50% to 80% of MFI)
Long-Term Affordability Considerations	Helps stabilize housing for vulnerable populations, reducing long-term costs associated with homelessness.
Benefits/Burdens	**Benefits:** Low-income individuals, families, veterans, seniors, and other vulnerable populations gain access to coordinated services, housing options, and supportive programs. Protected classes disproportionately impacted by homelessness, such as people with disabilities and people of color, will benefit from targeted interventions. **Burdens:** Administrative coordination may increase workload for city staff; potential community resistance to new programs or housing developments.
City Staffing Implications	Moderate, requiring staff time for coordination, participation in regional planning efforts, and monitoring program outcomes.
Funding Needs	Moderate to high, depending on the city's financial contribution to joint initiatives, but with opportunities to leverage county and state funding.
Department	Community Development Department
Funding Partners	State of Oregon
Implementation Partners	Developers and County
Annual Monitoring	Track the number of individuals transitioned to existing or new permanent housing and those referred for eviction prevention.

Implementation Considerations

This section provides an assessment of the potential limitations, risks, and funding or revenue implications associated with implementing each action. Any of these factors could influence the city's ability to adopt a particular action. Table 3 below summarizes key implementation considerations for each action:

- Long-Term Affordability: A primary goal for the city is to maintain affordable housing over the long term. Many incentive programs and tax exemptions require affordability for a defined period, after which units may revert to market rates. This criterion evaluates whether an action ensures long-term affordability or specifies the duration of required affordability.
- Risk: Implementing housing actions may involve trade-offs, potentially affecting residents, development patterns, transportation, or city revenue streams. Some actions depend on successful partnerships for effective execution. This criterion identifies potential challenges or impacts associated with each action.
- City Staffing Implications: The execution of HPS actions will require varying levels of staff time and capacity. This criterion considers the staff resources needed for each action, ensuring that implementation demands are feasible given the city's staffing levels.
- Funding Implications: Some actions will require significant or ongoing funding, while others may not need additional financial resources. Notably, actions like Urban Renewal and the Construction Excise Tax (CET) could generate funding to support the implementation of other HPS initiatives.

Funding Sources

One of the primary challenges to implementing the HPS in Molalla is the availability of adequate funding. Financial resources are essential not only to construct new housing units, preserve existing affordable housing, and provide equitable housing access but also to support the staffing and administrative efforts required to implement the strategy. Identifying sustainable and realistic funding sources is critical for achieving Molalla’s vision for affordable housing.

A successful housing program requires funding sources that are stable, flexible, and specifically dedicated to housing preservation and development. While Molalla can leverage some existing funding options, pursuing additional funding mechanisms will be necessary to fully support the HPS initiatives. Potential funding sources include:

- **Urban Renewal Area (URA):** Public improvement assistance to housing developers within the Urban Renewal Area.
- **Construction Excise Tax (CET) Revenues:** State statutes allow CET funds to be used for a range of housing-related activities, including at least 50% for developer incentives, up to 4% for administrative costs, 15% for statewide homeowner programs, and up to 35% for flexible local affordable housing programs. If Molalla establishes a CET, the city will need to create a clear plan for allocating these funds to support affordable housing development effectively.
- **Affordable Housing Trust Fund (AHTF):** Molalla could establish an AHTF to provide direct financial resources for affordable housing projects targeting low-income households. Potential

funding sources for an AHTF include a construction excise tax, general obligation bonds, transient occupancy taxes, the sale of surplus city property, or dedicated contributions from marijuana tax revenues. The fund could also benefit from one-time contributions, such as bequests or grants.

Monitoring and Implementation

This HPS serves as an update to the HPS started for the City of Molalla in March of 2023. Table 5 looks at the metrics the City will use to evaluate their progress on implementing the actions, with the understanding that annual monitoring of outcomes is only one way to assess the efficacy of housing policies. Market trends and the level of interest shown by developers could indicate that a policy is favorable, even if it does not result in measurable units in a given year.

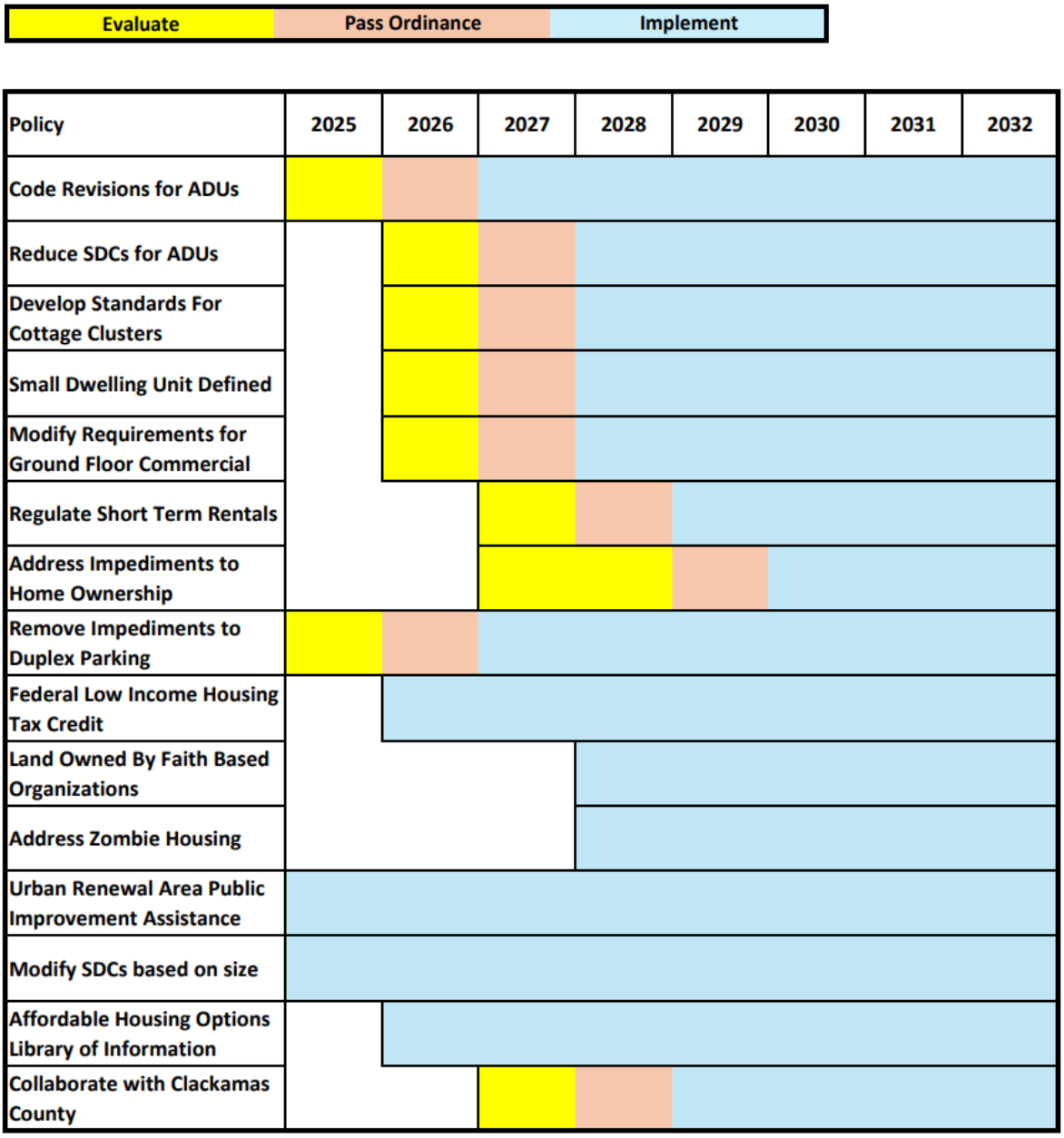
Table 3. Action Monitoring

Actions	Annual Monitoring
Revisions for ADUs	Number of ADUs developed
Reduce SDCs for ADUs	Number of ADUs developed and revenue collected
Develop Standards for Cottage Clusters	Number of cottage cluster developments, units constructed
Small Dwelling Unit Developments	Number of small dwelling units developed
Reassess Requirements for Ground-floor Retail/Commercial	Number of ground-floor retail/commercial spaces converted or developed
Regulate Short Term Rentals	Number of short-term rental licenses issued, or violations resolved
Address Impediments to Home Ownership	Number of households assisted in overcoming homeownership barriers (e.g., down payment assistance, financing)
Remove Impediments for Conversions/Duplex parking	Number of conversions to duplexes or parking requirement adjustments made
Federal Low Income Housing Tax Credit (LIHTC) Program to offset cost of building affordable housing	Amount of funding allocated through LIHTC; number of affordable units built
Address unmaintained “zombie” housing	Number of “zombie” homes rehabilitated or demolished
Land Owned by Faith-Based Organizations for Affordable Housing	Number of projects developed on faith-based owned land
Provide public improvement assistance to housing developers within the Urban Renewal Area	Amount of public improvement funding allocated; number of projects supported
Modify SDC fee schedules based on size	Number of developments benefiting from modified SDC fees
Affordable Housing Options Library of Information	Number of resources accessed; number of individuals/households assisted
Collaborate with Clackamas County	Number of individuals transitioned to permanent housing.

Implementation Timeline

Implementing the HPS will be a gradual process, as each action will require further steps, including additional analysis, updates to existing standards or programs, discussions with decision-makers, and public hearings. Table 6 outlines the five-year implementation timeline for each action.

Table 6. Implementation Timeline



Future Housing Action for Consideration

The following actions, though important and valuable, will not be included as formal strategies in the HPS. Instead, they will be presented as recommendations for the city to consider in the future or incorporate into another process.

Inclusionary Zoning: Amend the Development Code to include language requiring developers of new housing units within a market rate development to set aside a portion of the new units as affordable housing.

Add Restrictive Covenants to Ensure Affordability: Creating restrictive covenants to ensure affordability at a certain income level for new construction. Covenants are placed on property in exchange for local or state government providing financial contribution to the project.

Provide Pre-Approved Plan Sets for Accessory Dwelling Units: This action would allow the City to speed up the review process and costs for ADUs by providing property owners or developers with pre-approved plan sets.

Reduce Regulatory Barriers to Lot Division: Amends the Development Code to make proposals for land division more attainable by removing certain requirements. Examples of requirements that could be removed are minimum street frontage or driveway requirements.

Flexible Regulatory Concessions for Affordable Housing: Provide flexible provisions for non-profit developers to allow for reduced standards, bonuses to density or structure height, and/or flexibility in the delivery of units for affordable housing developments.

Operating Subsidies for Affordable Housing Developments: Provide annual funding/subsidies to property owners of affordable housing developments to offset the operating costs of the development to keep units affordable. Subsidies can be provided annually or more frequently, as funds allow.

Tax Increment Financing (TIF) Set-Aside: A Tax Increment Financing (TIF) Set Aside is intended for the creation of affordable housing within designated Urban Renewal Area. Essentially, the increase in property tax revenue resulting from new developments is diverted to subsidize the development of affordable housing.

Federal HOME Program: Funding for rental and homebuyer assistance and construction: The HOME program offers funding for rental assistance, homebuyer assistance, and housing construction, with a focus on serving low-income households, including those at risk of homelessness. By supporting the creation and preservation of affordable housing, as well as providing direct assistance to individuals, the program helps expand housing options for people experiencing homelessness, ensuring they have access to stable housing and the resources needed to maintain it.

Eviction Prevention Programs: Eviction Prevention Programs provide financial assistance to help renters on the verge of eviction stay in their homes.

Nonprofit Low-Income Rental Housing Exemption: This tool can provide a simplified way for affordable housing owned and operated by a nonprofit or community land trust to qualify for a property tax exemption.

Homestead Tax: Imposing a tax on second homes and using funds to promote and support the development of affordable housing.

Right of First Refusal for Land Purchase: Affordable housing providers could be offered a Right of First Refusal for City, County, or State-owned land when the land would be used for affordable housing.

Street Construction Alternatives (Gutters): This action would eliminate the requirement for concrete gutter installation when developing new streets for local and neighborhood routes only.

V. Achieving Fair and Equitable Housing Outcomes

This section provides an assessment of the goals and strategic actions aimed at achieving fair and equitable housing outcomes. It also includes a discussion on monitoring the outcomes of Molalla's Housing Production Strategy (HPS).

Evaluation of Policies and Strategic Actions

Per OAR 660-008, an evaluation of the HPS is required to assess its effectiveness in achieving specific outcomes. The following discussion offers a brief overview of each expected outcome related to the policies and actions within the HPS, emphasizing housing opportunities for federally and state-protected classes. This is intended as a high-level summary of the HPS, rather than an exhaustive analysis of each action's impact on these outcomes.

Location of Housing

To diversify housing locations, it is essential to expand options for compact residential development in mixed-use neighborhoods, ensuring accessibility for individuals in state and federal protected classes. This approach also aims to contribute to statewide greenhouse gas emission reduction goals. Actions within the HPS that promote the development of compact, mixed-use neighborhoods include:

- Revisions for ADUs: Expanding opportunities for accessory dwelling units (ADUs) can increase housing options in established neighborhoods, allowing for more equitable access to desirable locations.
- Develop Standards for Cottage Clusters: Supporting the development of cottage clusters creates smaller-scale housing communities that fit within a variety of neighborhoods, offering more diverse housing choices.
- Small Dwelling Unit Developments: Facilitating small dwelling units helps provide affordable and accessible housing options for individuals and families with varied needs.
- Reassess Requirements for Ground-floor Retail/Commercial: Facilitating small dwelling units helps provide affordable and accessible housing options for individuals and families with varied needs.

Fair Housing

Supporting Fair Housing involves expanding housing access for individuals in state and federal protected classes, actively promoting Fair Housing, addressing disparities in housing opportunities for underserved communities, and reducing patterns of segregation or concentrations of poverty. Actions within the HPS that advance Fair Housing policies include:

- Land Owned by Faith-Based Organizations for Affordable Housing: Encouraging the use of land owned by faith-based organizations for affordable housing development can provide additional opportunities for low-income individuals and families to access safe, affordable housing in areas that may otherwise be limited in options. This helps ensure that protected classes have equitable access to housing in diverse neighborhoods, reducing barriers to opportunity.
- Affordable Housing Options Library of Information: Creating a centralized resource for information on affordable housing options can help underserved populations, particularly those

from protected classes, navigate available housing opportunities more easily. This resource would support equitable access to housing, promote informed decision-making, and address barriers such as lack of knowledge or awareness of available programs and opportunities.

Housing Choice

Expanding housing choice means improving access to housing for communities of color, low-income households, people with disabilities, and other groups protected by state and federal laws. This also involves ensuring access to existing or new housing in neighborhoods that offer healthy, safe environments along with high-quality community amenities, schools, and employment opportunities. Actions within the HPS that support increased housing choice include:

- Address Impediments to Home Ownership: By addressing barriers to homeownership, such as high down payment requirements, limited access to credit, and discriminatory lending practices, more individuals from underserved communities, including communities of color and low-income households, can access homeownership opportunities. This expands housing choice by providing pathways to long-term stability and wealth-building in diverse neighborhoods.
- Remove Impediments for Conversions/Duplex parking: Simplifying or removing parking requirements for housing conversions or duplex developments can help increase the availability of affordable housing options in existing neighborhoods. By reducing parking-related barriers, more property owners can create additional housing units, thus increasing the housing stock in areas with high demand, and improving access to safe, well-connected neighborhoods with quality amenities.
- Modify SDC fee schedules based on size

Housing Options for People Experiencing Homelessness

Expanding options for people experiencing homelessness involves collaborating with partners to address homelessness and implementing measures to reduce the risk for households, particularly those with incomes below 30% of MFI, of experiencing homelessness. The HPS includes the following actions to support people experiencing homelessness:

- Federal Low Income Housing Tax Credit (LIHTC) Program to offset cost of building affordable housing: The LIHTC program provides financial incentives for the development of affordable rental housing, which can help increase the availability of housing options for people experiencing homelessness. By offsetting the cost of construction, the program makes it more feasible for developers to build affordable housing units, including for extremely low-income households, thus expanding housing options for those at risk of or currently experiencing homelessness.
- Collaborate with Clackamas County: Through this partnership, the city can facilitate the development of transitional housing, permanent supportive housing, and affordable rental units tailored to the needs of vulnerable populations. Programs such as coordinated entry systems and targeted outreach can ensure equitable access to these housing options, prioritizing individuals with the greatest needs, including those with disabilities, veterans, and families with children. By aligning city and county efforts, the collaboration can also streamline funding

opportunities, enabling the construction of new housing units and the repurposing of existing buildings to serve as shelters or supportive housing.

Affordable Homeownership

This criterion emphasizes actions that promote the production of housing affordable for homeownership, specifically targeting housing affordable to households earning less than 120% of MFI. Many HPS actions support affordable homeownership by encouraging the development of lower-cost ownership options, removing regulatory barriers, upholding Fair Housing standards, and making essential capital improvements. Key actions within the HPS that advance affordable homeownership include:

- Small Dwelling Unit Developments: Can help promote affordable homeownership by providing more accessible and lower-cost housing options. The focus on smaller, efficient homes ensures that these developments remain affordable for low- and moderate-income households, supporting first-time homebuyers and those seeking to enter the housing market.
- Address Impediments to Home Ownership: By addressing barriers such as high down payments, limited access to financing, and restrictive zoning laws, this action makes homeownership more accessible for households earning less than 120% of MFI. Removing these obstacles helps increase the availability of affordable homeownership opportunities, enabling more low- and moderate-income families to achieve long-term housing stability.
- Federal Low Income Housing Tax Credit (LIHTC) Program to offset cost of building affordable housing: The LIHTC program provides incentives for the development of affordable rental and homeownership units. By reducing construction costs, it encourages the creation of homes that are affordable to households earning below 120% of MFI. This helps expand the stock of affordable homes for ownership, ensuring that lower-income households can access quality, affordable housing.

Affordable Rental Housing

Supporting affordable rental housing involves actions that promote the production of both income-restricted housing (affordable for households earning below 60% of MFI) and privately developed affordable housing (affordable for households earning between 61% and 80% of MFI). Actions within the HPS that foster affordable rental housing development include:

- Federal HOME Program funding for rental and homebuyer assistance and construction: The HOME program provides funding for the construction, rehabilitation, and rental assistance of affordable housing. This program supports the creation of rental units that are affordable to households earning below 60% of MFI and those earning between 61% and 80% of MFI, thus expanding the availability of affordable rental housing for a range of low- to moderate-income households.
- Property Tax Exemption for Affordable Housing Tied to Level of Affordability: Offering property tax exemptions for affordable housing developers incentivizes the creation of rental housing that remains affordable over time. By tying the exemption to the level of affordability, this action ensures that affordable rental units are available to households at different income levels,

particularly those below 80% of MFI. It also helps developers maintain long-term affordability without passing on excessive costs to tenants.

- Delayed Tax Exemption tied to affordability: A delayed tax exemption program helps developers of affordable rental housing by offering tax relief after a certain period, provided the housing remains affordable. This incentivizes the development of rental units for low- and moderate-income households, ensuring that affordable housing options are preserved over time while helping to keep rental prices within reach for those earning between 60% and 80% of MFI.

Gentrification, Displacement, and Housing Stability

Enhancing housing stability involves actions that help secure the stability of current households and prevent displacement, reducing the impacts of gentrification that may arise from public investments or redevelopment. Areas vulnerable to displacement are generally areas of concentrated poverty, a high level of renters, and property values and rents that make them favorable to development.[4] For Molalla, the most vulnerable area is located between Molalla Elementary and W. Main Street.[5]

Actions within the HPS that support housing stability include:

- Regulate Short Term Rentals: By regulating short-term rentals, this action helps ensure that housing units remain available for long-term residents, particularly in areas where housing affordability is already a concern. It prevents the conversion of rental units into short-term vacation rentals, which can drive up rents and contribute to displacement, helping to stabilize the housing market for existing residents.
- Address unmaintained “zombie” housing: Taking action to address vacant and unmaintained "zombie" housing helps reduce blight in neighborhoods, making them more attractive for current residents and preventing further deterioration that can contribute to displacement. By revitalizing these properties, communities can maintain housing stability and prevent gentrification-driven pressures that might force existing residents out.
- Provide public improvement assistance to housing developers within the Urban Renewal Area: By offering public improvement assistance to developers in urban renewal areas, this action encourages development that aligns with community needs while also preventing the displacement of current residents. The focus on affordable housing ensures that redevelopment projects contribute to stability by creating housing options that remain affordable and accessible to the existing population.

---

[4]2018 Gentrification and Displacement Neighborhood Typology Assessment, Key Findings and Methodology Report, Bureau of Planning and Sustainability, City of Portland, Oregon, via https://www.portland.gov/sites/default/files/2020- 01/gentrification_displacement_typology_analysis_2018_10222018.pdf

[5]Vulnerability calculations compare local geographies to regional averages across six variables reported by the US Census. The analysis below uses ACS 2014-2018 (five-year estimates) via Social Explorer reported by state, county, city, census tract, and block group:

- Percent of households that are renters
- Percent of households that are low-income
- Percent of adults (25 or older) without a four-year degree
- Percent of population who identify with a community of color
- Median home value
- Median gross rent

VI. Additional Recommendations

Community feedback during this process highlighted opportunities to enhance engagement efforts and better connect with Molalla's diverse population. To ensure future housing-related outreach is inclusive and effective, the city could consider adopting policies or measures aimed at increasing accessibility and representation, particularly for underrepresented and vulnerable communities. Community feedback further highlighted a need for broader, more inclusive outreach, especially to older and less tech-savvy residents. Residents seek further transparency and engagement processes that ensure Molalla's diverse population is represented and engaged. Ultimately, the survey underscored a community committed to balancing necessary growth with protecting the identity, infrastructure, and quality of life they valued.

Key actions include:

- **Enhancing Accessibility:** Use multiple outreach methods, such as printed surveys, in-person canvassing, and partnerships with trusted community organizations, to reach populations less likely to engage online or through traditional city channels.
- **Clarifying Materials:** Provide plain-language summaries and visual aids to help residents better understand proposed actions and their potential impacts.
- **Fostering Trust and Transparency:** Share how community input influences decisions, through clear reports and updates, to demonstrate the value of participation.

These approaches could serve as a foundation for a broader engagement policy focused on equity and accessibility, ensuring all voices in Molalla are heard in future housing and planning efforts.

For definitions of key terms used in this document, please refer to the glossary in Appendix C.

Appendix A. Contextualized Housing Need Memo

Molalla Housing Production Strategy

December 2024

Introduction

Surrounded by forest and rolling hills, Molalla offers an escape from city life and fosters a tight-knit sense of belonging among residents. With a rich history, Molalla captures the essence of small-town living. This culture has attracted new residents and businesses over recent years, causing Molalla's growth to outpace the rest of Clackamas County.

Against this backdrop, the 2022-2042 Molalla Housing Needs Analysis (HNA) provides a comprehensive overview of Molalla's needed housing, including current and prospective residents. The Molalla community hosts a unique blend of demographics and socioeconomic characteristics, encompassing factors such as age, income, race, ethnicity, and disability, which are a vital context within which to understand the housing need. Steady growth has created need to address the lack of available housing, particularly for rent-burdened households, people of color, people experiencing a disability, and people experiencing houselessness.

Guided by the insights gleaned from the HNA, the Housing Production Strategy (HPS) will bridge the gap between identified housing need and actionable solutions tailored to Molalla's unique context. By aligning unmet housing needs with innovative strategies suited to the distinctive locale and growth, the HPS will pave the way for a brighter, more equitable future for all who call Molalla home.

The first step in bridging that gap is a contextualization and incorporation of information from the HNA that describes current and future housing needs in the context of population and market trends.

At a minimum, a Contextualized Housing Needs Memo must include a discussion of:[6]

- Socio-economic and demographic trends of households living in existing Needed Housing. This must include a disaggregation of households living in existing Needed Housing by race and ethnicity;
- Measures already adopted by the city to promote the development of Needed Housing;
- Market conditions affecting the provision of Needed Housing;
- Existing and expected barriers to the development of Needed Housing;
- An estimate of the number of people or households experiencing homelessness. Estimates must include, as available, the following data sources:
    - An estimate of regional housing need for people experiencing homelessness provided by the state or regional entity;
    - The applicable Housing and Urban Development Point-in-Time count conducted by the Continuum of Care that the city is located within;
    - The applicable Housing and Urban Development Annual Homelessness Assessment Report; and

[6] OAR 660-008-0050

    - The applicable McKinney-Vento Homeless Student Data for all school districts that overlap with the city boundary.
- Percentage of Rent Burdened Households;[7]
- Housing tenure, including rental and owner households; and
- Housing needs for people with disabilities, including hearing, vision, cognitive, ambulatory, self-care difficulty, and independent living as provided in the applicable American Community Survey and other data sets, as available.

HNA Highlights

1. Forecasted population for Molalla in 2042 is 15,660, which is an increase of 5,432 people, which translates to 1,996 net new dwelling units based on an assumed vacancy rate of 4% and 2.83 persons per household.

2. Future demand anticipates a greater share of medium and high-density housing compared to the current inventory:

    - Single family detached homes (includes manufactured homes): 55% (1,098 units)
    - Medium density housing (townhouses, plexes): 25% (499 units)
    - High density housing (multi-family apartments): 20% (399 units)

As these numbers indicate, single family detached housing will continue to be a key housing need in the city, accounting for the largest portion of the existing housing and future housing need. While the traditional allure of single family detached housing remains robust, the mosaic of Molalla's population dynamics reflects a burgeoning demand for diverse housing options. About 45% of the future housing need will be a mix of plexes (duplex, tri-plex, quad-plex), townhomes and apartments. Understanding the implications of these trends on housing costs becomes imperative.

Contextualized Factors

Population Growth

The housing market in Molalla is shaped by rapid population growth, significant affordability challenges, and disparities in housing accessibility for low-income households, people of color, people with disabilities, and those experiencing houselessness.

Addressing these issues requires comprehensive strategies, including increasing affordable housing supply, seeking and providing tools for house burdened renters, and implementing inclusive policies to support vulnerable populations.

- 7% of the population in Molalla is living near or below the poverty line, suggesting economic challenges for a substantial number of residents and only 46% of all rental-

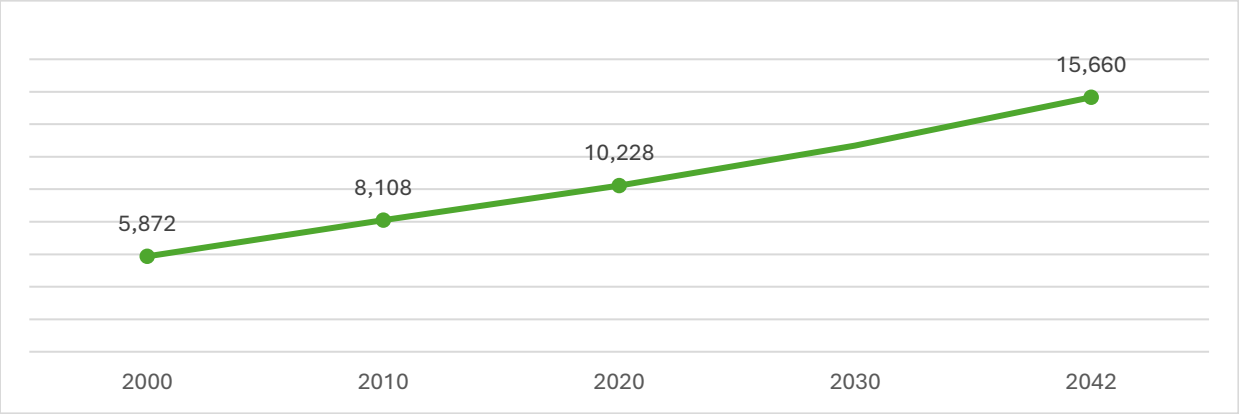
[7] As determined in the report described in OAR 813-112- 0020(2).

occupied housing is considered affordable (commonly defined as paying less than 30% of income in housing costs).

- 24% of Molalla's population identifies as a minority, with 16% identifying as Hispanic or Latino. Homeownership rates are lower for minority groups compared to households overall.
- 16% of Molalla's population is living with a disability, which is higher than county and national averages.
- Point-in-Time counts estimate 410 people were experiencing houselessness in Clackamas County in 2023.

The City of Molalla has experienced steady growth for over twenty years. Figure 1 below shows Molalla's population grew by 2,120 between 2010 and 2020, based on the US Census. This trend is expected to continue over the coming decades with a population projection of 15,660 by 2042.

Figure 1. Molalla Population 2000, 2010, 2020, 2042



Sources: US Decennial Census 2000, 2010, and 2020 and Portland State University (PSU) Population Center 2020 projection for 2042.

As cited in the HNA, this rapid expansion translates to an Average Annual Growth Rate (AAGR) of 2.34% between the 2010 and 2020 Decennial Census reports. In comparison, the State of Oregon saw an AAGR of 1.02% and the Clackamas County as a whole saw 1.13%. [8]

Market Factors

The housing market in Molalla, Oregon, reflects a unique blend of factors that shape its current landscape. Nestled amidst the scenic beauty of the Willamette Valley, Molalla's allure lies in its small-town charm while still being within commuting distance of the rest of the Portland Metro area. Housing in Molalla is in high demand, which is increasing at a higher rate than in the surrounding area.

[8] Source cited in the HNA was *Oregon REA Project. Oregon.REA.project.org*

The March 2024 Rocket Homes Real Estate Report identifies that Molalla is in a "Seller's Market" meaning, sale prices tend to be higher, and homes sell faster due to high demand. The median sale price was listed in that report as $470,000, which is a 4.4% increase from May 2023. A similar report for Clackamas County listed a median home price just over $600,000, but a slightly lower rate of increase at 2.3% over the last year.

The U.S. Census reports on median home value for all owner-occupied housing. The most recent ACS (5-year estimates) placed the 2022 value for Molalla as $381,300. This figure is generally lower than current sale prices since it reports on assessed value regardless of whether the home was sold recently.

Demographic trends affecting housing demand

In addition to growing more quickly, Molalla residents are comparatively younger. Age can impact housing choice and the decision to rent or buy. The median age is 34.8 years. Oregon's median age is a few years older at 36.5 years, and Clackamas County is even older than Oregon at 41.7 years. The largest age brackets in the City of Molalla are elementary school age children of 5 to 9 (11.2%) and early to mid-career employment age adults of 25 to 29 (10.38%), 30-34 (9.34%), and 40 to 44 (8.93%).[9]

Housing Affordability

Discussion of housing affordability utilize terms defined by the percentage that a household spends on housing costs and the level of cost burden that a household experiences as a result:[10]

1. Affordable: Less than 30% of income on housing
2. Cost Burdened: Spending >30% of income on housing
3. Severely Cost Burdened: Spending >50% of income on housing

Listed below are the various data sets relevant to analyzing local housing affordability for homeowners and renters:

U.S. Department of Housing and Urban Services

The U.S. Department of Housing and Urban Services (HUD) calculates Median Family Income (MFI), also referred to as Area Median Income (AMI). These numbers consider the regional market and delineate incomes by household size. They serve as the income limits for subsidized housing programs.

The Molalla market is part of the Portland-Vancouver-Hillsboro metro region and 2020 income for an average family size of four was $92,010[11] and income rates were as follows:

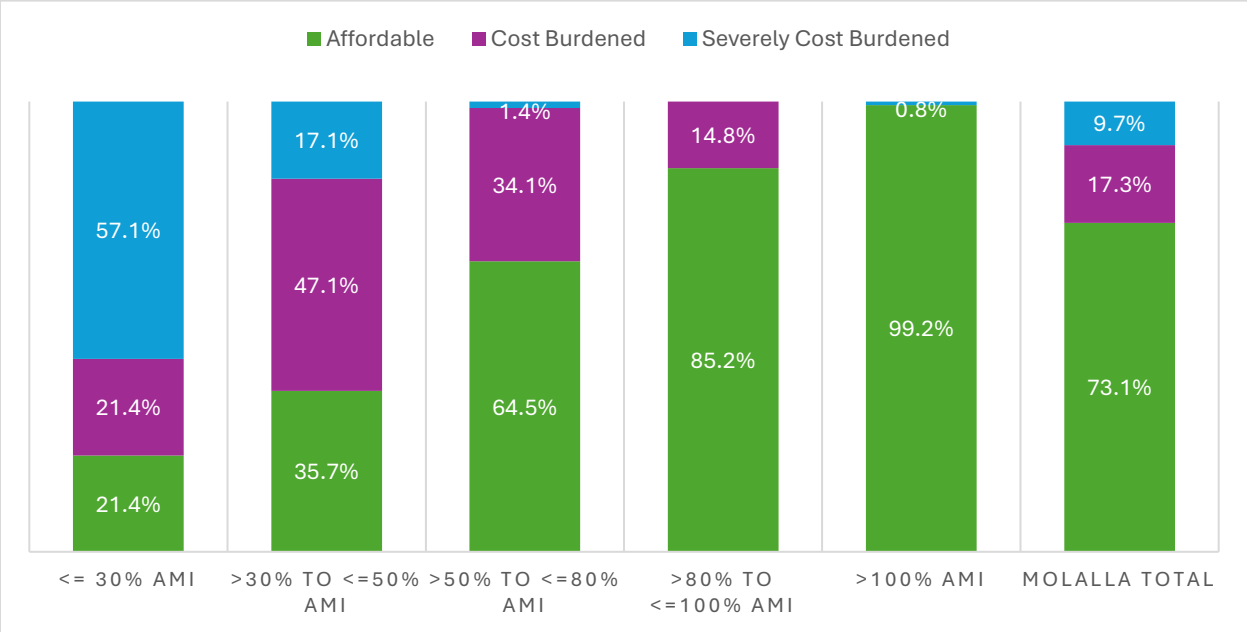
[9] *U.S. Census, American Community Survey 5-year estimates (2018-2022) B01001 Sex by Age*.
[10] U.S. Department of Housing and Urban Development (HUD), Definitions
[11] *https://www.portland.gov/phb/documents/2020-income-and-rent-limits-phb/download*

Extremely Low Income	Less than 30% MFI or $27,630
Very Low Income	30% to 50% of MFI or $27,630 to $46,050
Low Income	50% to 80% of MFI or $46,050 to $73,680
Middle Income	80% to 120% of MFI or $73,680 to $110,520
High Income	120% of MFI or $110,520 or more

MFI/AMI figures are annual and MFI/AMI for a family of four in the Molalla region was increased to $114,400 in 2023.

Figure 2 below shows the most recent HUD CHAS data (2018-2020) which calculates the ratio of housing costs to income. It indicates that while 73% of Molalla is considered affordable overall, the rate of cost burdened and severely cost burdened households is much higher for those living below 100% MFI/AMI.

Figure 2: Molalla Ratio of Housing Cost to Income for Households Based on AMI



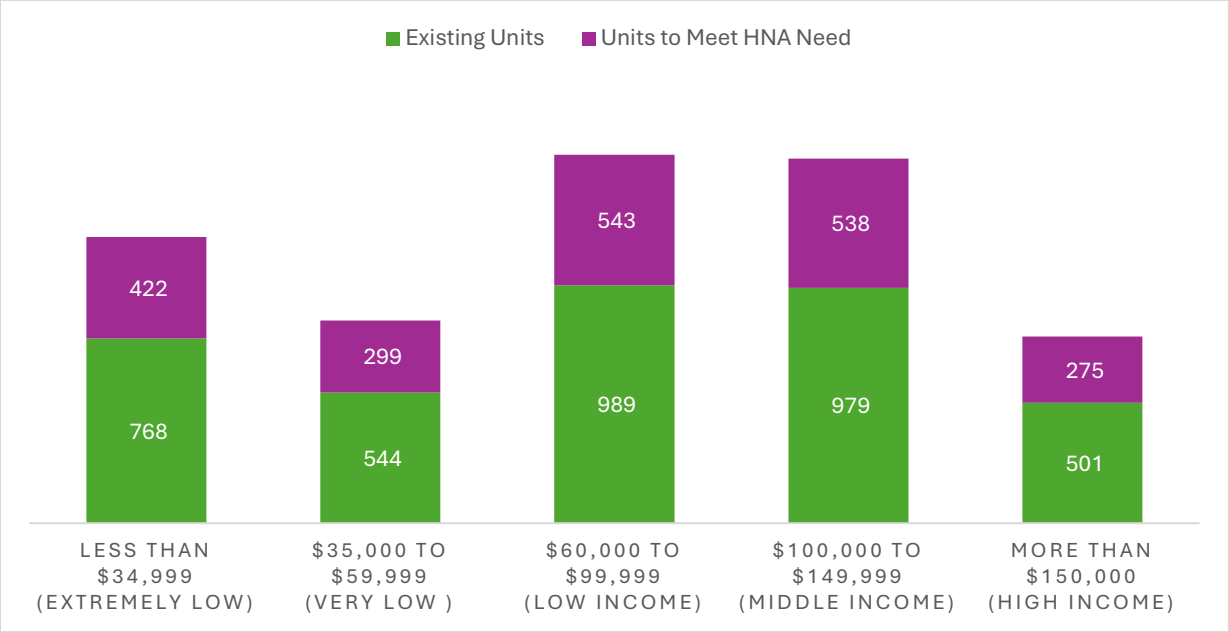
Source: HUD published CHAS data for 2018-2020.

U.S. Census

In addition, US Census reports on median household income (MHI). Molalla has a lower MHI than the surrounding county, but the rate of increase is slightly higher. Molalla's MHI increased from $49,524 (2010) to $77,442 (2022), representing a 56% growth rate. MHI for Clackamas County increased from $62,007 to $95,740 during the same period, a growth rate of approximately 54%.

The Census also reports households by income bracket, showing that most Molalla households have a reported income between $60,000 and $150,000 (2022). Figure 3 below shows the breakdown of existing households by income bracket and allocates an expected number of the new households from the HNA into income brackets assuming current ratios hold.

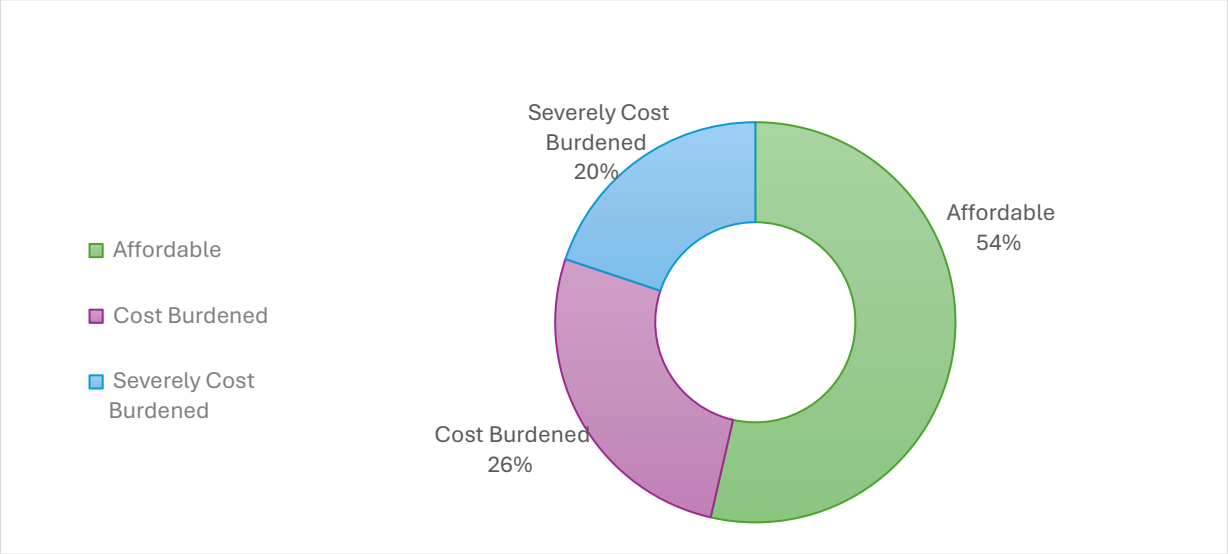
Figure 3: Molalla Housing Units by Income Bracket



Source: Calculations based on ACS 2022 (5-year estimates) in Table B19001 in 2022 Inflation Adjusted Dollars for the City of Molalla with approximate correlation to the 2023 MFI for the Portland-Vancouver-Hillsboro Region. New housing units are reported in the HNA.

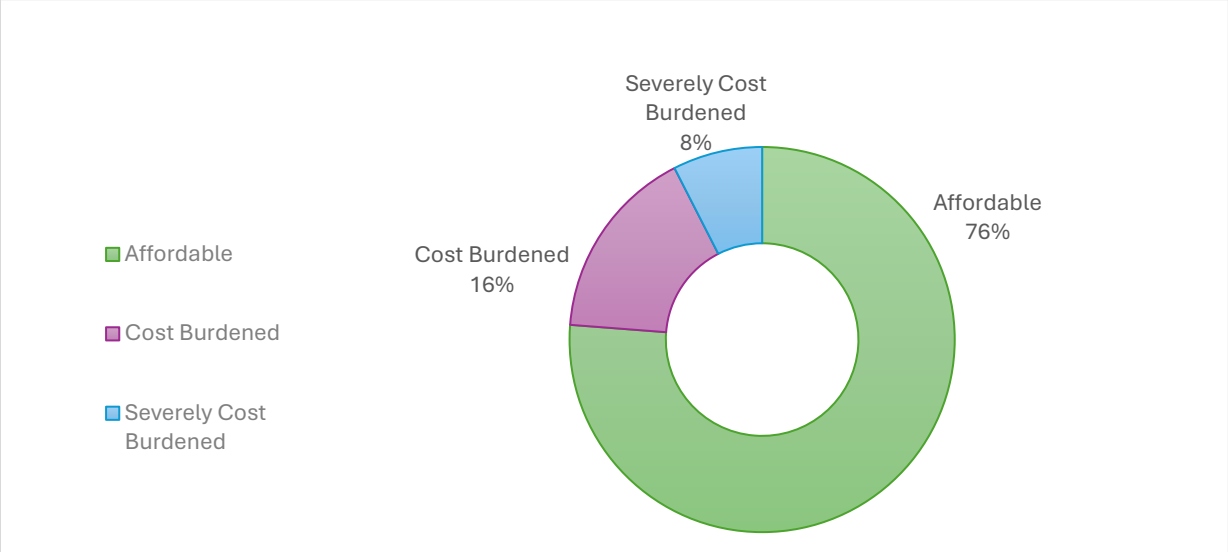
Renter-occupied units spend 30% or more of their income on housing costs more consistently than owner-occupied units. Figures 4 and 5 below illustrate the ratio of housing to income for both renters and owners. For renters, 54% of units pay less than 30% of income on housing costs, while 76% of owners spend less than 30% of income on housing costs.

Figure 4: Molalla Rental Occupied Housing: Ratio of Rent to Income



Source: Calculations based on U.S. Census ACS 2022 (5-year estimates) Table B25070 Gross Rent as a Percentage of Household Income for Renter-Occupied Units.

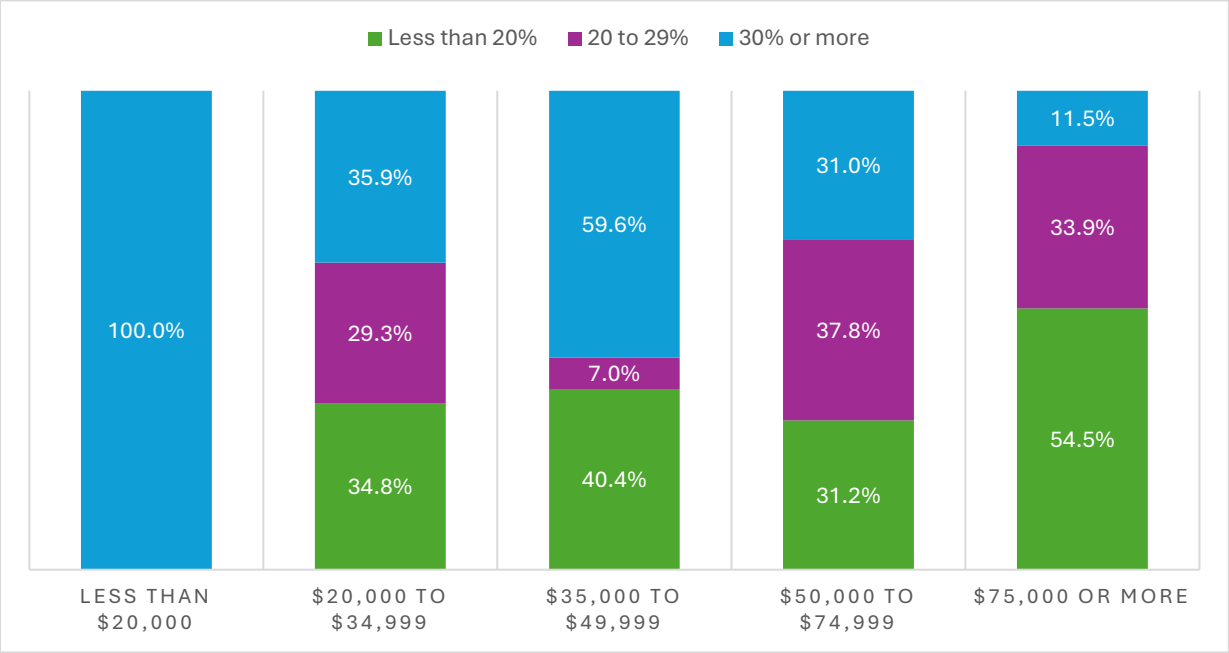
Figure 5: Molalla Owner Occupied Housing: Ratio of Rent to Income



Source: Calculations based on U.S. Census ACS 2022 (5-year estimates) Table B25091 Mortgage Status by Selected Monthly Owner Costs as a Percentage of Household Income for Owner-Occupied Housing Units.

In Figure 6, low-income homeowners spend a greater percentage of income on housing costs. Some households may be stuck in a mortgage they can no longer afford due to a change in circumstances or have paid off their mortgage but are struggling to afford increasing property taxes on a fixed income, such as social security and/or pension.

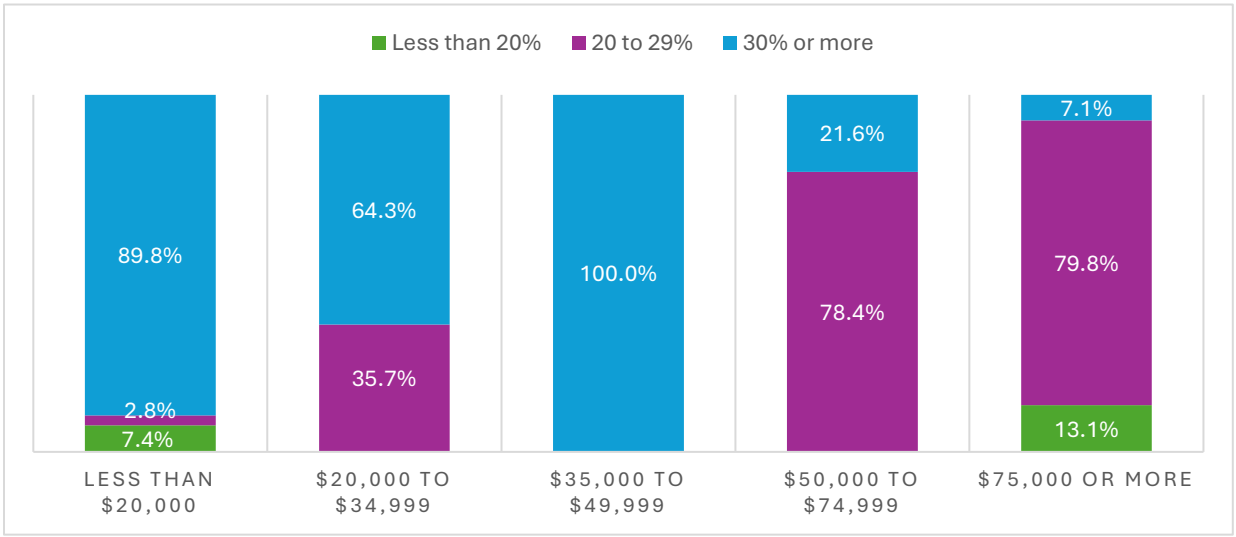
Figure 6: Percentage of Monthly Income Spent on Housing Costs for Owner Occupied Housing by Household Income



Source: Calculations based on U.S. Census, ACS 2022 (5-year estimates) Table B25106.

Rent burdened households are struggling in Molalla and the surrounding county. In Figure 7, most low-income rental households in Molalla spend 30% or more on housing costs. Approximately 85% of the aggregated households with income levels below $50,000 are spending over 30% of their monthly income on housing costs. Clackamas County reports that about 88.2% of households who rent and make less than $50,000 spend 30% or more on housing each month.

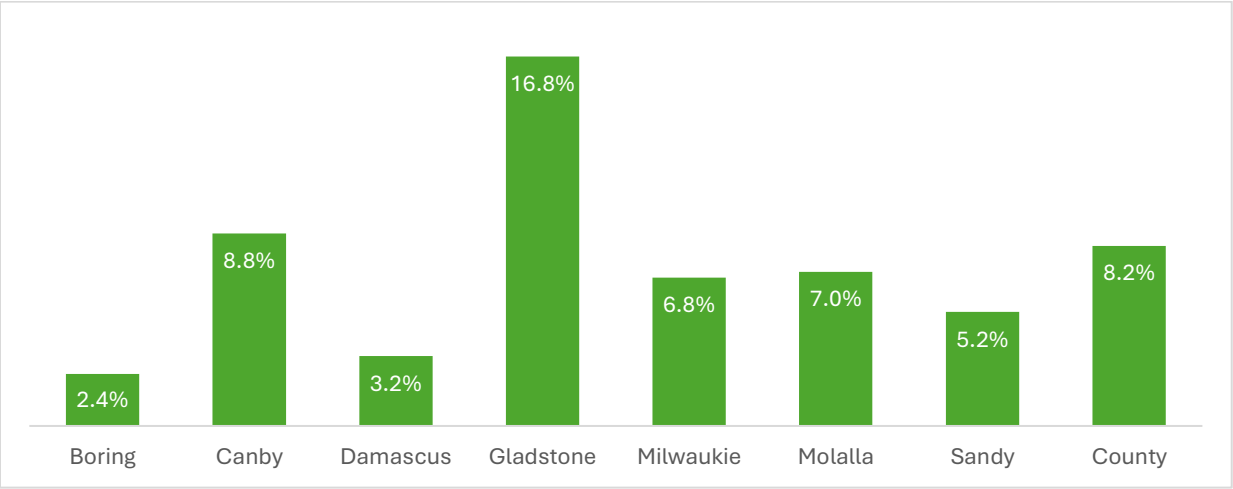
Figure 7: Percentage of Monthly Income Spent on Housing Costs for Owner Occupied Housing by Household Income



Source: Calculations based on U.S. Census, ACS 2022 (5-year estimates) Table B25106.

US Census defines the Federal Poverty Level (FPL) as a set of income thresholds that vary by family size. The average household size in Molalla is 2.8. To measure poverty, this number has been rounded up to 3 persons per household. Based on the FPL, a three-person household has a weighted average threshold of $21,559 annually. The most recent report was able to determine poverty status for 10,012 people in Molalla and 7% were found to be living in poverty which equates to approximately 703 individuals. This is lower than the state average (11.9%)[12], on par with figures for Milwaukie (6.8%) and Clackamas County (8.2%). Figure 8 below shows incorporated areas within the surrounding county that are experiencing greater levels of poverty, which could impact Molalla housing market in the future.

Figure 8: Percentage of Local Population Living Below FPL



Source: Calculations based upon US Census, ACS 2022 (5-year estimates) C17002.

Housing Needs of Cost Burdened Households

There is a clear need in Molalla for supporting development of affordable housing through multifaceted solutions. Market rate housing is unaffordable for members of the community in the lower income segments of the population. Renters are at a higher risk of housing insecurity and may be more susceptible to eviction or homelessness if their financial situation worsens.

Income Levels:

Molalla has a total of 3,781 occupied housing units. About 12% of occupied housing units (approximately 461 units) are households with an annual income of less than $20,000. When

[12] *Calculations based upon US Census, ACS 2022 (5-year estimates) C17002.*

compared to Clackamas County's 6.5%, it is clear that a significant portion of Molalla residents are experiencing economic hardships.[13]

Owner-Occupied Housing:

Molalla has 2,355 owner-occupied housing units. About 23.8% of these homeowners spend 30% or more of their monthly income on housing costs (compared to Clackamas County at 26.4%). Although this percentage is lower when compared to renters and to the county, it still indicates that homeowners in Molalla are facing financial strain due to increasing housing expenses.

Renter-Occupied Housing:

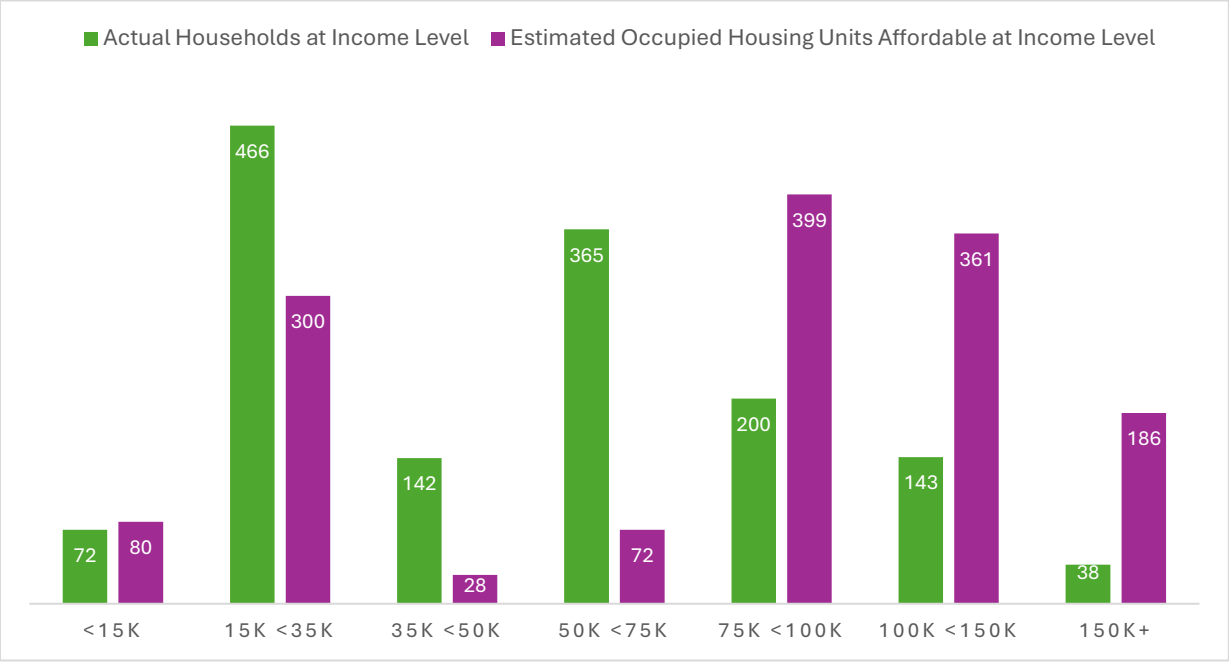
That number is higher for renters. Over half of renters face financial strain due to housing expenses, which can limit their ability to afford other necessities such as food, healthcare, and transportation. There are 1,426 renter-occupied housing units in Molalla, and approximately 48.6% of these renter households spend 30% or more of their monthly income on housing costs. Clackamas County has 54% of renters who are cost burdened or severely cost burdened, which could indicate that costs are on the rise in Molalla.

The lack of low-cost housing creates greater competition for more expensive housing and results in families choosing to pay over 50% of their income in rent (reported as Severely Cost Burdened above in Figure 4 and Figure 5) because there were not sufficient or desirable housing choices affordable at their income level.

Figure 9 (below) shows a disconnect between the number of households existing at each income bracket and the supply of housing units with costs listed below 30% of the incomes included in that bracket. Families making less than $75,000 per year in Molalla compete in a market where the supply of available housing is mostly only affordable to those making well over $75,000 per year.

[13] Calculations based upon occupied housing units reported by the U.S. Census ACS 2022 (5-year estimate) B25106 (Tenure by Housing Cost as a Percentage of Household Income in the Past 12 months) for both Clackamas County and the City of Molalla.

Figure 9: Comparing Rental Households Incomes with Occupied Units Affordable at Each Income Level



Source Calculations based on U.S. Census, ACS 2022 (5-year estimates) Tables B25118 Tenure by Household Income in the Past 12 Months (In 2022 Inflation Adjusted Dollars) and B25063 Gross Rent for Renter-Occupied Housing Units.

Implications:

1. **Economic Strain on Low-Income Households:** Market rate housing is unaffordable for members of the community in the lower income segments of the population. While earning income, these households are particularly vulnerable to financial instability and may require assistance through social programs or affordable housing initiatives such as the development of income restrictive housing and the promotion of housing voucher programs.
2. **Challenges for Renters:** Such a high percentage of renters spending 30% or more of their income on housing highlights a major affordability issue. Collaboration with county programs for eviction prevention and strategies to protect naturally occurring affordable rent housing in the face of new development are ways to support this segment of Molalla's community.
3. **Homeowners Facing Financial Pressure:** While the situation is different for homeowners, with 24% spending over 30% of their income on housing, it still points to affordability challenges. Cost-burdened homeowners might be at risk of foreclosure, the elderly may be unable to age in place or may have limited disposable income for other needs.

The data underscore the importance of addressing housing affordability in Molalla. The number of both renters and homeowners experiencing housing cost burdens suggests that there is a need for comprehensive strategies to improve housing affordability.

These strategies should include increasing the supply of affordable housing across all income brackets while recognizing the disconnect apparent in Figure 9 (above), providing rental assistance, and implementing policies to support low-income households. Ensuring that more residents can afford their housing costs is crucial for the overall economic health and stability of the community.

Housing Needs of Communities of Color

The Molalla housing market reflects broader national trends where economic hardship and racial disparities intersect, particularly in the access to housing stability and generational wealth.

Table 1 below shows Molalla's population by race. Census data indicates that most of Molalla identifies as White (76%), while the second highest population identifies as Hispanic or Latino (15.8%).

Table 1: Molalla Population by Race

	Population Count	Percentage
White alone	7,780	76.07%
Black/ African American alone	45	0.44%
American Indian/Alaska Native alone	58	0.57%
Asian alone	94	0.92%
Native Hawaiian/ Pacific Islander alone	27	0.26%
Some Other Race alone	53	0.52%
Two or More Races	551	5.39%
Hispanic or Latino	1,620	15.84%

Source: U.S. Decennial Census 2020 Table P9 (Hispanic or Latino and Non-Hispanic or Latino by Race).

Homeownership rates reveal disparities across some racial and ethnic groups. Table 2 examines homeownership rates by race. Within the community, White households make up 76% of the population, 85% of occupied housing, and account for 87% of owner-occupied housing. Black/African American households have a high homeownership rate of 90% and their share of the owner-occupied housing is slightly higher than their share of occupied housing overall. Asian households reflect a similar ratio.

Table 2: Homeownership Rates in Molalla by Race/Ethnicity

Householders	Owner Occupied Housing	Rental Housing	Totals by Race	% Owner-Occupied	% Rental Housing	% of Occupied Housing by Race	% of Owner-Occupied Housing by Race
White alone	2,013	1028	3,041	66%	34%	84.99%	86.92%

Black/ African American alone	9	1	10	90%	10%	0.28%	0.39%
American Indian/Alaska Native alone	18	21	39	46%	54%	1.09%	0.78%
Asian alone	22	9	31	71%	29%	0.87%	0.95%
Native Hawaiian/ Pacific Islander alone	0	3	3	0%	100%	0.08%	0.00%
Some Other Race alone	93	94	187	50%	50%	5.23%	4.02%
Two or More Races	161	106	267	60%	40%	7.46%	6.95%
All Households	2,316	1,262	3,578				

Source: U.S. Decennial Census 2020 Table H10 (Tenure by Race of Householder).

American Indian/Alaska Native households have a 46% homeownership rate, while Native Hawaiian/Pacific Islander households exclusively rent. Ownership rates are lower than the percentage of occupied housing overall and it is important to continue to monitor the relationship between race and access to homeownership. US Census reports Hispanic or Latino homeownership rates in a separate table, making it impossible calculate how many of the households in Table 2 are Hispanic or Latino. These households are 10% of all occupied housing units with a split of 48% are homeowners and 52% renters.[14]

Historical Context and Correlation between Race and Housing

Discriminatory practices like redlining and biased mortgage lending have systematically excluded minority groups from homeownership. Redlining involved denying loans or insurance to entire neighborhoods based on racial composition, while discriminatory lending practices have often led to minorities being offered less favorable loan terms.

These practices have long-term impacts, preventing minority families from building equity and wealth through homeownership, which in turn affects their economic stability and ability to afford housing in the future.

The historical exclusion from homeownership has a direct correlation with current housing affordability issues faced by minority populations. Those without generational wealth or with lower incomes are more likely to be renters and to spend a higher proportion of their income on housing, as evidenced by the high-cost burden among renters in Molalla. Lower

[14] *U. S. Decennial Census 2020, Table H11 (Tenure by Hispanic or Latino) reported separately from H10 (Tenure by Race of Householder), and not reported by the ACS estimates.*

homeownership rates suggest that ongoing disparities in access to housing opportunities still exist.

Implications: Addressing these disparities requires comprehensive strategies, including policy reforms to promote affordable housing across Molalla, initiatives to combat discrimination in lending practices and increase awareness of Fair Housing rules, and programs aimed at supporting minority homeownership. This could involve expanding access to credit, providing down payment assistance, and enforcing fair housing laws to ensure equitable treatment for all residents.

Housing Need of People Living with Disabilities

A substantial segment of the population, nearly one in six residents in Molalla, is living with some form of disability. This figure is nearly double the percentage of Clackamas County. Disability types relevant to housing need include:

- **Ambulatory Difficulties:** Challenges related to walking or moving around.
- **Cognitive Difficulties:** Issues with mental processes such as memory, problem-solving, or concentrating.
- **Hearing Difficulties:** Problems with hearing, which may range from partial to total hearing loss.

About 16% of Molalla's population reported experiencing a disability, compared to Clackamas County at 13%.[15]

Implications: This prevalence underscores the importance of ensuring that community services, infrastructure, and policies promote inclusivity and accessibility to all individuals, regardless of their physical or cognitive functions. Disabilities impact housing decision in a number of ways:

- **Need for Adaptations:** Given the high percentage of people with ambulatory and other disabilities, there is a critical need for accessible housing. This includes features like ramps, wider doorways, modified bathrooms, and ground-floor units to accommodate mobility issues.
- **Universal Design:** Promoting universal design principles in new housing developments can help ensure that homes are accessible to people of all abilities, enhancing independence and quality of life for residents with disabilities.
- **Housing Choice:** People living with disabilities might have a greater need to be near doctors and services, making the choice of neighborhood especially important.

[15] *Calculations based on U.S. Census ACS 2022 (5-year estimates) Table B18101 Sex by Age by Disability Status.*

The data on disability prevalence in Molalla highlights the need for comprehensive strategies to support individuals with disabilities. By addressing housing accessibility, enhancing support services, and promoting inclusive and fair policies, Molalla can work towards becoming a more inclusive and equitable community for all residents. This requires coordinated efforts from government, community organizations, and residents to ensure that the needs of people with disabilities are met and that they can fully participate in all aspects of community life.

Housing Need of People Experiencing Houselessness

According to point-in-time (PIT) reports for 2023, there were approximately 410 people experiencing houselessness in Clackamas County. This provides important insights into the housing crisis in the region. These figures indicate a significant houselessness issue within Clackamas County, necessitating attention, intervention, and collaboration between local authorities, social service agencies, and the community.

The McKinney Vento Report for Molalla River School District for 2022-2023 PK-12 reported 42 children living doubled-up with other families and no children in motels, shelters, or unsheltered. To fully understand the implications of the data, it's essential to explain what a PIT count is, its limitations, and what these findings mean for the community.

Understanding Point-in-Time (PIT) Counts:

- **Definition:** A Point-in-Time (PIT) count is a survey conducted to measure the number of people experiencing houselessness on a single night in January. This count is mandated by the U.S. Department of Housing and Urban Development (HUD) and is typically carried out by local Continuums of Care (CoCs), which are regional planning bodies that coordinate housing and services funding for homeless families and individuals.
- **Purpose:** The PIT count aims to provide a snapshot of houselessness in the community, capturing both sheltered (those in emergency shelters or transitional housing) and unsheltered (those sleeping in places not meant for human habitation, such as streets, cars, or abandoned buildings) populations.
- **Temporal Limitation:** Since the PIT count is conducted on a single night, it may not capture the true scale of houselessness over time, missing those who are temporarily housed or not visible during the count.
- **Undercounting:** Certain populations, such as youth, families, and individuals who are couch-surfing or living in hidden locations, are often underrepresented. People may also avoid being counted due to stigma or fear of authorities.
- **Weather and Conditions:** Weather conditions on the night of the count can significantly impact the results. For instance, extreme cold might drive more

people to shelters, while milder weather might see more people staying outdoors.

Implications: While the PIT count has limitations and may underrepresent the true extent of houselessness, it provides a valuable snapshot that can inform policy, resource allocation, and community action. The actual number of people experiencing houselessness throughout the year is likely higher due to the limitations of the PIT count. To effectively address houselessness, a multifaceted approach is needed, focusing on expanding housing options, enhancing support services, and fostering collaboration through coordination with the county, specifically Clackamas County Coordinated Housing Access and among housing partners such as Bridges to Housing, Central City Concern, and Path Home.

- **Shelter and Housing Needs:** The data underscores the need for more emergency shelters, transitional housing, and permanent supportive housing to accommodate and support those experiencing houselessness.
- **Support Services:** Beyond housing, there is a need for comprehensive services, including mental health care, substance abuse treatment, job training, and case management, to address the root causes of houselessness and support individuals in transitioning to stable housing.

Appendix B. Existing Policies

Molalla has implemented several zoning and code changes to efficiently use land within the existing UGB to address housing needs and to promote affordability while ensuring compliance with development standards.

Here is an overview of the city's initiatives:

Establishing Minimum Density Standards

Molalla's development code includes minimum density standards to guide residential development effectively. The lowest allowable density in the R-1 residential zone is set at four units per acre, ensuring efficient land use in this zone. This standard is codified through the city's lot and development standards, as outlined in the municipal code.

Encouraging Lower-Cost Housing Types

Molalla's development code permits various affordable housing types across all residential zones without differentiating between manufactured and stick-built homes. Examples include common-wall developments, cottage clusters, and accessory dwelling units (ADUs). Additionally, ADUs and second-story apartments are allowed in commercial zones, offering flexibility and affordability in housing options.

Expanding the Definition of Housing Units

Molalla accommodates Single Room Occupancy (SRO) units in residential zones, provided they meet building codes. This inclusive approach ensures that SROs are treated similarly to other housing types under the city's development code.

High-Density Requirements for Annexed Land

The city has established unit mix requirements for annexed land, targeting a composition of 55% low-density, 25% medium-density, and 20% high-density housing. These targets align with the Housing Needs Analysis (HNA) and support diverse housing options in newly incorporated areas.

Mixed Housing Types in Planned Unit Developments (PUDs)

Molalla's PUD code facilitates the inclusion of various housing types within planned developments, allowing for greater flexibility and diversity in residential design.

Reducing Regulatory Impediments

Molalla has taken steps to streamline regulatory processes and reduce barriers to development:

- **Parking Requirements:** Minimum parking standards are flexible, allowing applicants to propose alternative standards based on engineered parking demand assessments during design review. The downtown C-1 district has no minimum parking requirement, and other reductions can be approved through the design review process.

- **Streamlining Permitting:** The city offers a comprehensive pre-application process involving outside agency partners to guide projects from conception to completion. Additionally, the transition to an online permitting platform is underway, further enhancing efficiency.

Promoting a Pro-Housing Agenda

While Molalla's agenda is neutral in tone, its development code reflects a commitment to diverse housing options and non-discrimination against affordable housing types. This approach fosters a more inclusive housing environment.

Sidewalk Infill and Improvement Grant

Improving sidewalks and pedestrian infrastructure helps enhance neighborhood walkability and connectivity, making areas more desirable without displacing current residents. This action supports neighborhood revitalization without driving up property values in a way that would force lower-income households to relocate, contributing to long-term housing stability

Supporting Active Transportation

Bike parking requirements for multifamily developments align with DLCD recommendations, requiring 0.5 stalls per unit. This standard is consistent with actual usage patterns and promotes active transportation options.

Addressing NIMBYism

Molalla mitigates opposition to affordable housing by emphasizing adherence to substantive criteria in code language. Regular training for new Planning Commissioners ensures consistent rulings based on established criteria, and quasi-judicial hearing procedures reinforce these principles. This approach has led to decisions that are less likely to be appealed.

Additional Efforts

Molalla has introduced a sidewalk improvement grant program, offering up to $10,400 in funding to enhance pedestrian infrastructure, further supporting accessible and connected neighborhoods.

Appendix C: Glossary

Accessory Dwelling Units (ADUs): Secondary housing units on the same lot as a primary residence, often smaller and designed to increase housing options.

Affordable Homeownership: Housing opportunities that allow lower-income households to own homes, often through subsidies or reduced-cost programs.

Affordable Housing: Housing that costs less than 30% of a household's gross income, ensuring affordability for low- and moderate-income residents.

Area Median Income (AMI): The midpoint of a region's income distribution, used to determine housing affordability and eligibility for housing programs.

Buildable Lands Inventory (BLI): An analysis identifying land available and suitable for residential development within the Urban Growth Boundary.

Community Land Trusts: Nonprofit organizations that acquire and hold land for affordable housing, ensuring long-term affordability.

Cost-Burdened Households: Households spending more than 30% of their income on housing expenses.

Cottage Cluster Housing: A group of small, detached homes sharing a common courtyard, providing affordable and community-oriented housing options.

Density: The number of housing units per acre of land, used to describe the intensity of residential development.

Eviction Prevention Programs: Initiatives designed to help renters avoid eviction, often through financial assistance or legal support.

Fair Housing: Policies and practices ensuring equal access to housing opportunities regardless of race, ethnicity, disability, or other protected statuses.

Federal Poverty Level (FPL): A measure of income used to determine eligibility for government assistance programs, adjusted annually based on household size.

Gentrification: The process by which higher-income individuals move into lower-income neighborhoods, potentially displacing existing residents.

Houselessness: A term used to describe individuals and families who lack stable housing, often emphasizing the systemic causes rather than individual shortcomings.

Housing Capacity Analysis (HCA): An evaluation of a city’s ability to meet future housing needs through available land and development policies.

Housing Production Strategy (HPS): A comprehensive plan outlining actions and policies to meet a community’s housing needs, focusing on affordability and equity.

Inclusionary Zoning: A policy requiring developers to include affordable housing units within new residential developments.

Low-Income Housing Tax Credit (LIHTC): A federal program providing tax incentives to developers for building or rehabilitating affordable housing.

Median Family Income (MFI): Similar to AMI, this figure reflects the income distribution of families in a specific region.

Mixed-Use Development: A type of urban development that blends residential, commercial, cultural, or industrial uses in one space.

Planned Unit Development (PUD): A designed grouping of varied land uses, such as housing, recreation, and commercial centers, in one contained development or subdivision.

Point-in-Time (PIT) Count: An annual survey estimating the number of people experiencing homelessness on a specific night.

Property Tax Exemption: A program reducing property taxes for specific properties, often linked to affordability or nonprofit ownership.

Protected Classes: Groups of people legally protected from discrimination in housing, including race, color, religion, sex, disability, familial status, and national origin.

Rent-Burdened Households: Renters who spend more than 30% of their income on housing costs.

Severely Cost-Burdened Households: Households spending more than 50% of their income on housing expenses.

Short-Term Rentals (STRs): Residential units rented out for short durations, often regulated to preserve long-term housing availability.

System Development Charges (SDCs): Fees imposed on new development to fund infrastructure improvements such as roads, parks, and utilities.

Tax Abatement: A reduction or exemption of property taxes for a specific period, often used as an incentive for affordable housing development.

Transitional Housing: Temporary housing designed to help individuals and families move from homelessness to permanent housing.

Urban Growth Boundary (UGB): A regional boundary set to control urban sprawl and protect rural land by concentrating urban development.

Urban Renewal Area (URA): Designated areas for revitalization, often using tax increment financing to fund infrastructure and housing development.

Vacancy Rate: The percentage of unoccupied housing units within a specific area, used as an indicator of housing market health.

Workforce Housing: Housing targeted at middle-income workers, often close to employment centers, and typically affordable for households earning 60-120% of AMI.

Zombie Housing: Vacant or abandoned properties that have fallen into disrepair, often targeted for redevelopment to increase housing stock.

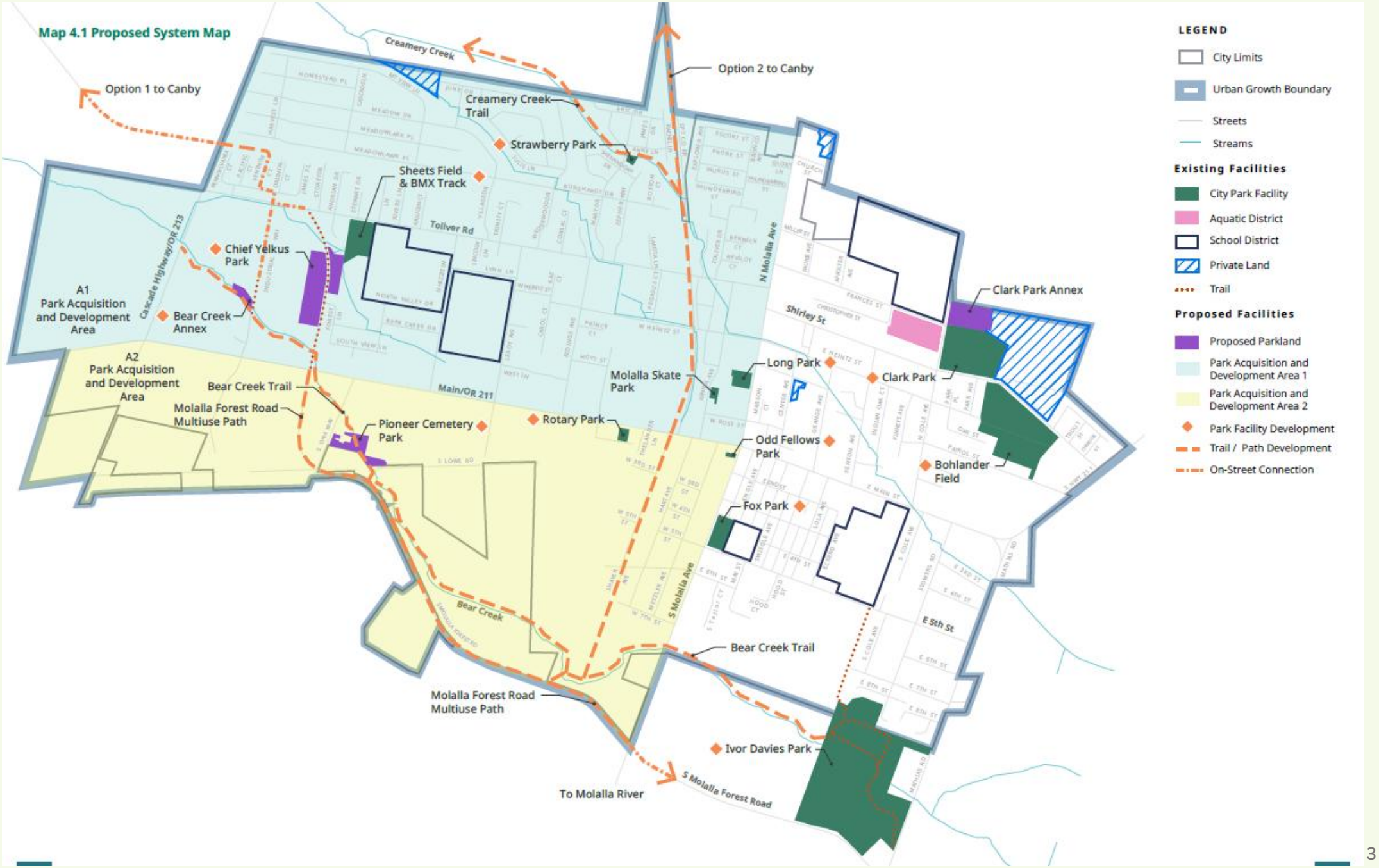
Zoning Code: A set of regulations defining land use and development standards within specific geographic areas.

PARKLAND DEDICATION OR FEE IN LIEU DISCUSSION

March 5, 2025 Planning Commission Meeting

Introduction

- The Parks, Recreation, and Trails System Plan was adopted by City Council on February 12, 2025
- Established a new standard in the City's Comprehensive Plan for providing 7 acres of park land per 1,000 residents
- Developers must meet this standard for new developments
- 2014 Molalla Comprehensive Plan Park and Recreation Policy 2.2
  - Developers shall be required to provide park space or a fee in lieu to ensure parks are available to citizens and/or funds for improvements of existing parks are available.


Map 4.1 Proposed System Map
Option 1 to Canby
Creamery Creek
Creamery Creek Trail
Option 2 to Canby
Strawberry Park
Sheets Field & BMX Track
Tollver Rd
Chief Yelkus Park
Cascade Highway/OR 213
A1 Park Acquisition and Development Area
Bear Creek Annex
A2 Park Acquisition and Development Area
Bear Creek Trail
Molalla Forest Road Multiuse Path
Main/OR 211
Pioneer Cemetery Park
Rotary Park
Molalla Skate Park
N Molalla Ave
Clark Park Annex
Shirley St
Long Park
Clark Park
Odd Fellows Park
Bohlander Field
Fox Park
S Molalla Ave
E 5th St
Bear Creek
Bear Creek Trail
Molalla Forest Road Multiuse Path
Ivor Davies Park
To Molalla River
S Molalla Forest Road
LEGEND
City Limits
Urban Growth Boundary
Streets
Streams
Existing Facilities
City Park Facility
Aquatic District
School District
Private Land
Trail
Proposed Facilities
Proposed Parkland
Park Acquisition and Development Area 1
Park Acquisition and Development Area 2
Park Facility Development
Trail / Path Development
On-Street Connection

Funding Strategies

- Park improvements have historically been funded by the General Fund (which relies on property tax revenue), and the Parks SDC fund

- In the Plan, the following strategies were identified as anticipated funding sources for parks system capital improvements and operation & maintenance
  - System Development Charges (SDCs) Update
  - Grants
  - General Obligation Bonds
  - Local Option Levy
  - User Fees
  - Land Dedication (today's focus)

- Reiterates Park and Recreation Policy 2.2 in the 2014 Molalla Comprehensive Plan

Land Dedication or Fee in Lieu

The Parks, Recreation, and Trails System Plan provides:

- The City should update its development policies to require developers to provide a specific amount of park land, or a fee in lieu of, to ensure parks and/or funds for park system improvements are available

- This funding method was broadly supported by the community during the public engagement process

MMC §17-3.6.030 Public Use Areas

- Dedication of Public Use Areas.
  - Where a proposed park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City ***may*** require the dedication or reservation of this area on the final plat for the subdivision

- System Development Charge Credit.
  - Dedication of land to the City for public use areas, voluntary or otherwise, may be eligible as a credit toward any required system development charge for parks

- This section needs to be updated to reflect the new Plan policy to ***require*** developers to dedicate parkland or provide a fee in lieu

Parkland Dedication Requirements

- This will apply to the following types of new development:
  - Residential Land Divisions that could legally result in a future subdivision of 4 lots or more
  - Master Planned Developments
  - Multi-Family Developments

- Land will be required to be dedicated on the final plat. Where a development (such as multi-family) does not have a final plat, land shall be dedicated by recording a deed, easement or other appropriate document prior to building permit issuance

Calculation of Parkland Dedication

- The required parkland acreage to be dedicated shall be based on the following formula:

Required parkland dedication (acres) =
(Proposed # of dwelling units) x (Persons/dwelling unit) x
0.007 (Per person parkland dedication factor)

- Persons/dwelling unit to be calculated at:
  - Single-family dwelling – 3.0 persons/dwelling unit
  - Duplex dwelling – 3.0 persons/dwelling unit
  - Multi-family – 2.0 persons/dwelling unit

Parkland Dedication Additional Requirements

- Developers will be required to clear, fill, and/or grade the dedicated parkland, install sidewalks on the parkland adjacent to any street, and seed the parkland prior to dedication

- For phased developments, the required parkland for the entire development shall be dedicated on the final plat for the first phase

- Dedicated parkland shall not be subject to any other easements or encumbrances

Fee in Lieu of Dedication

- There are instances where it may not be practical or suitable to dedicate parkland, so developers will be required to pay a fee in lieu of dedication

- Examples:
  - The development is in an area that is not designated as Proposed Parkland or within the Park Acquisition and Development Area on the Proposed System Map
  - When the amount of land to be dedicated is less than a suitable size for a park area
  - When substantial private common areas are req.

- Separate from park SDCs and is not eligible for a credit of park SDCs

- To be established by Resolution adopted by City Council

- Rates can be based on tax assessed value of land and be updated annually

Other Applicable Sections of Code to be Updated

MMC § 17-2.3.080 Multifamily Development.

- Requires a minimum of 15% of the site area to be designated as common area or open space

MMC § 17-4.8.060 Concept Plan Approval Criteria (Master Planned Developments).

- Requires a minimum of 20% open space, which may be public, private, or a combination of both

- We don’t want to require developers to provide required open space and dedicate parkland, which may be a good instance for fee in lieu

QUESTIONS FOR DISCUSSION

1. Do you agree with the types of development to which this applies?

2. Are there any specific instances in which the City should allow a fee in lieu to be paid?

3. Is a fee in lieu based on the taxed assessment of land appropriate?

4. Who should determine if dedicated parkland is not suitable and a fee in lieu may be allowed instead (Staff, Planning Commission, City Council)?

5. Any other questions or comments?