

AGENDA
Aurora City Council Meeting
Tuesday, February 12, 2013, at 7:00 P.M.
City Council Chambers, Aurora City Hall
21420 Main St. NE, Aurora, OR 97002

1. Call to Order of the City Council Meeting

2. City Recorder Calls Roll

Mayor Taylor
Councilor Graupp
Councilor Brotherton
Councilor Sahlin
Councilor Vlcek

3. Consent Agenda

- I. City Council Meeting Minutes – January 08, 2013
- II. Planning Commission Meeting Minutes – January 03, 2013
- III. Historic Review Board Minutes –December 13, 2012

Correspondence

- I. Pudding River Watershed Council Report**
- II. LCDC Meeting Notice**
- III. League of Oregon Cities Overview of Services Provided.**
- IV. STIP information sheet**
- V. Urban Project List Aurora Informational**

4. Visitors

Anyone wishing to address the City Council concerning items not already on the meeting agenda may do so in this section. No decision or action will be made, but the City Council could look into the matter and provide some response in the future.

5. Discussion with Parks Committee

6. Discussion with Traffic Safety Commission

Aurora City Council Agenda

February 12, 2013

This is a public meeting and all interested citizens are invited to attend. The meeting place is not handicapped accessible; those needing assistance should contact the city Office three (3) working days before regularly scheduled meetings. The minutes of this and all public meetings are available at City Hall during regular business hours. All meetings are audio taped and may be video taped

7. Reports

A. Police Chiefs Report – (not included in your packet)

B. Finance Officer's Report – Financials (not included in your packets)

1. Revenue & Expense Report

C. Public Works Department's Report – (included in your packet)

1. Monthly Status Report (Storm Water)
2. Monthly Status Report (Water)

A. Waste Water Treatment Plant Update (from Otis Phillips, included in your packet)

D. City Recorder's Report (not included in your packet)

E. City Attorney's Report – (not Included in your packet)

- Rodger Eddy update
- Ordinance discussion on Neon Signs and the process to follow.

8. Ordinances and Resolutions

A. Discussion and or Action on Ordinance 469 AN ORDINANCE PROVIDING FOR AN AMENDMENT TO THE CITY OF AURORA COMPREHENSIVE PLAN OF THAT CERTAIN PROPERTY OWNED BY ANTHONY AND GAYLE FIDANZO, WHICH IS WITHIN THE CITY'S URBAN GROWTH BOUNDARY AND ABUTS THE CORPORATE CITY LIMITS .

9. Old Business

A. Discussion and or Action on Proposal/Agreement for Consulting Arborist Services for the Health and Hazard Assessment/Arborist Report for the Aurora City Park.

B. Discussion and or Action on Different or Clarifying Code Enforcement in and around the City.

C. Discussion and or Action on City Email and City Web-Site.

D. Discussion and or Action on Updated Fee Schedule for Planning Commission Fees.

- E. Discussion and or Action on presentation of title 17 by Chairman of Planning Commission and or next steps.**
- F. Discussion and or Action on ODOT Speed Study and Recommendation letter from Planning Commission.**

10. New Business

11. Adjourn

This is a public meeting and all interested citizens are invited to attend. The meeting place is not handicapped accessible; those needing assistance should contact the city Office three (3) working days before regularly scheduled meetings. The minutes of this and all public meetings are available at City Hall during regular business hours. All meetings are audio taped and may be video taped

Minutes
Aurora City Council Meeting
Tuesday, January 08, 2012, at 7:00 P.M.
City Council Chambers, Aurora City Hall
21420 Main St. NE, Aurora, OR 97002

STAFF PRESENT: Kelly Richardson, City Recorder
Jason Andersen, Police Supervisor
Jan Vlcek, Finance Officer
Jim Buchholz, Marion County Deputy
Bob Southard, Water Superintendent

STAFF ABSENT: Otis Phillips, Waste Water Superintendent

VISITORS PRESENT: Kris Sallee, Aurora
Phil Hankins, Aurora
Charles Donald, Aurora
Steve Lewis, Aurora
Rodger Eddy, Portland
Lori Sahlin, Aurora

1. Call to Order of the City Council Meeting

The meeting was called to order by Mayor Greg Taylor at 7:00 p.m.

2. Administrative assistant does Roll Call

Mayor Taylor – present
Councilor Graupp - present
Councilor Brotherton -present
Councilor Sahlin – present
Councilor Vlcek - present

3. Consent Agenda

- I. City Council Meeting Minutes – December 11, 2012, change the word from tree to locate signage on pg 8 item 11.
- II. Planning Commission Meeting Minutes – December 04, 2012
- III. Historic Review Board Minutes –November 29, 2012

Correspondence

I. Letter from Allied Waste, name change to Republic Services

- II. Preview of ODOT Speed Study, have this go before the Planning Commission first.**
- II. Notice of Decisions sent out by Historic Review Board**
- IV. Letter of Resignation From Stephen Braun, from Planning Commission**

A motion is made to accept the consent agenda with the change on pg 8 of the December minutes as discussed by Councilor Vlcek and seconded by Councilor Graupp. Motion Passes

4. Visitors

Anyone wishing to address the City Council concerning items not already on the meeting agenda may do so in this section. No decision or action will be made, but the City Council could look into the matter and provide some response in the future.

Charles Donald, Aurora, Follow up on lighting issue that was brought up by our homeowners association Pres at the prior meeting, Mayor Taylor turns it over to Bob Southard in Public Works, I have received an email today and the city will need to install the conduit/standard at our cost, which it is on the schedule for after the water project and then PGE will move the pole for us. We are looking at around 3 weeks or so.

5. Appointments of New Councilors

- A. Appointment of New Mayoral Candidate Greg Taylor**
- B. Appointment of New Councilor Candidate Rick Vlcek**
- C. Appointment of New Councilor Candidate Scott Brotherton**
- D. Appointment of New Council President for 2013 year, Mayor Taylor suggests that we keep Councilor Graupp as the Council President for this next year.**

City Recorder Kelly Richardson performs the swearing in of the new councilor positions along with the mayor's position.

A motion is made by Councilor Sahlin to keep Councilor Graupp as Council President seconded by Councilor Vlcek motion passes.

6. Assignment of New Council Liaison Positions

- A. Administration Liaison, Mayor**
- B. Public Works Liaison, Councilor Brotherton**
- C. Police Contract Liaison, Councilor Vlcek along with that I would add the fire dept.**
- D. Parks Liaison, Economic Development, Councilor Sahlin**
- E. HRB, will be added to Planning Commission and Chairman Schaefer volunteered.**

F Planning Commission liaison, Councilor Graupp

Mayor Taylor assigns the liaison positions as stated above.

7. **Discussion with the Parks Committee**, Lori Sahlin is present is there anything to discuss no not really however she asks about the tree down in the park and if we have notified the insurance company Southard states no not until we have a bid. Sahlin states that now we need to get help assessing the health of the trees I recommend an Arborist. Southard states he is seeking out bids If the bids are under the 2500 dollar limit then Mayor Taylor asks if the council is ok with me signing the contract It is the consensus of the Council to allow Mayor Taylor to enter into a contract if it is at or under the 2500 dollar mark.

8. **Discussion with Traffic Safety Commission**, No one from Traffic Safety was present. Introduction of Deputy Pete Marcellais, with Marion County he is our contracted deputy for Aurora and with that said Traffic Safety is something that you can follow up with and put into your schedule of duties.

Through our interview process with Marion County Pete Marcellais, council is acknowledging the process and accepts the Deputy selected from the interview process.

We were very happy with the caliber of the officers that applied and it was a very hard decision.

9. Reports

- A. **Police Chief's Report** – (included in your packet) Deputy Buchholz explains the Marion County report as prepared for the council, and the process in which it is determined. Along with the dates and times of the calls that could help month to month to determine the stats for the city.

Councilor Vlcek asks if we could get a year to date stat as well added if possible. Again this is a typical report, Councilor Sahlin asks if a traffic stop is done will they show up on this report and Buchholz states yes they will.

Citizen contact with questions won't be included into this report unless I key it into the system later, and unless it is something with substance that occurs I won't add it in.

No more questions at this time....

Jason Andersen, reports on the remainder of police items, we are 95% complete and a few items with the evidence room however most of those have been completed and Marion County has taken control of those items.

- As far as the electronic records, I will work with Deputy Marcellais on this.
- We should be getting a check soon on the firearms this will be a little lower than first expected they were not in as good of shape as first thought.
- On Monday we will take the cars down to Auto Additions, and see if they can assist in selling them for around 2500.00 each.
- I will get a quote on what it would cost to have them stripped down of all the equipment.
- City of Carleton would like some uniforms so I will not have to burn them all.
- City of Mt. Angel is also interested in many of our items.
- I also still need to get with Public Works to see which equipment they can use.

No more questions or comments at this time except to continue on with what needs done.

No more questions of Jason Andersen

B. Finance Officer's Report – Financials (included in your packets)

1. Revenue & Expense Report,

- Throw away the report in your packets there are mistakes that I encountered during the set up of Spring Brooke.
- Because of the closure of the Police Department and to have a clean paper trail a supplemental budget is required. January 29th at 6 pm is the consensus of the council.

There were no more questions from the council.

C. Public Works Department's Report – (included in your packet)

1. Monthly Status Report (Storm Water)

2. Monthly Status Report (Water)

- Currently I am working on changing over to the new lines.
- Councilor Sahlin asks about the Storm Water Master Plan, Southard reports that it is still ongoing at this point; Mayor Taylor requests that it be completed before the next budget season. Southard states I will get right on it.
- During my weekly drive around I have noticed that some of our collection systems lines are starting to settle so I will need to look at costs for repair. Councilor Vlcek asks if we can go back on the company that installed them and Southard states no it is too late.
 - The rest of my report is attached.

No more questions at this time.

A. Waste Water Treatment Plant Update (from Otis Phillips), he is sick and has been excused.

- Report is attached
- City Recorder Richardson informs the City Council that she spoke to Phillips and everything is going well with no issues to report.

No questions from Council

C. **City Recorder's Report** (included in your packet)

City Recorder, Richardson gives a brief overview of her report as included in the packet. There were no questions from the Council.

- Working closely with Marion County to learn their processes
- Looking for grants to fund various projects
- Working on code violations around town, and working with Deputy Marcellais on procedure for those.
- Many reports on animal issues in and around town.

D. **City Attorney's Report** – (not Included in your packet)

- **I had received an Ordinance in regards to the Fidanzo** (comp plan amendment) however there were a few language issues and with the holidays and such we were not able to get them corrected in time for this meeting so it's not the corrected version. These are very minor changes and should not affect tonight's decision. (City Recorder Richardson steps into to say that he had forgotten to add this to the agenda for this evenings meeting).
- **Rodger Eddy**, I had a discussion with him today Mr. Eddy is present and wants to cooperate and would like to comply with what we are asking and would like to speak to the council. Mr. Eddy reads a letter he wrote dated January 8, 2013 which is basically a recap of the events leading up to this point. (Attached into the minutes marked exhibit A)
- Attorney Koho states it seems to me that the issues that former Chief McCuiston high lights here are the security of the property and fencing in for security issues.

Mayor Taylor, I think we are going back to a concept that the agreement at that time with former Mayor Carr (if it does exist as the city cannot locate such agreement) in 2001 was 10 years ago, about 2004 or so. I guess our greatest concern is that in the 7 to 8 years the remains is not structural sound at this point in time there is a lot of rot under there and our greatest concern is that nothing has been done to rectify this issue and the foundation would need to be removed because it is not structurally sound at this point.

The fence is a different issue, now the real issue is that we want this foundation and wreckage removed, I know that you have tried to sell it however currently it is not listed and we want the nuisance removed. Eddy states that an engineer has looked at it and the foundation is sound. Councilor Sahlin asks to see the documentation and report from the Engineer. I believe that this is structurally sound and is buildable as it sits now. Eddy states that it is very possible that some of the plywood could be rotted and need to be removed. Eddy states that if it pleases the Council I will get my engineer back and get a report.

Mayor Taylor, we would ask for a report from the engineer, Councilor Vlcek asks Mr. Eddy for a time frame of when this inspection was done by the engineer Eddy answers that it was about 2006 and Councilor Brotherton asks about whether or not he has a more recent report and also clarifies as to what is there on site now which is confirmed to be concrete.

Councilor Sahlin states that we are not here to speculate on the report or on this fence, Eddy states that HRB approved a picket fence Councilor Sahlin what is the use of a 4 foot picket fence and Mayor Taylor states that the fence is not the issue the issue is the elimination of the nuisance.

Koho, explains that the Chiefs letters point out three issues, Mr. Eddy claims he has taken care of two of them. I think that a review process needs to be done by a professional to determine whether or not it is structurally sound, Mayor Taylor, and I believe that this is your issue to resolve and to gain a structural engineer report.

Councilor Sahlin states let get back to the code and that the building is a nuisance. Sahlin reads the code, do we still have the authority to issue a nuisance violation.

Koho, In the Chiefs letters it points out 3 issues now Eddy states he has complied with two of them and if that is in fact true then it would no longer be a nuisance now we may not like the way it looks, but that's not our call to like looks of something.

Eddy, If the council wants an engineer report done I will supply that for the council. Councilor Sahlin at this point to why are we going to authorize a 4 foot fence because it won't help the issue and the chain link fence is not approved.

I think we now need to retract the fence option out of the letter that Chief sent out.

Koho I think Councilor Sahlin laid out the real issues according the code and now it would be a process to rescind the old letter and have the City Attorney issue a new letter out to Mr. Eddy.

A Motion is made by Councilor Brotherton and seconded by Councilor Vlcek, to rescind the letter and reissue a new letter with the correct code violations. Motion Passes.

Mr. Fisher, states that this issue was urged on because I had previously stated the safety issue, I disagree that a fence would not help the safety issue. I really feel that this issue is a safety fence issue. I understand that HRB wants it to look nice and I think that the Council should have dealt with it then and allowed a chain link fence so the land and are was safer for the public.

Councilor Graupp states in reality a safety fence could be issued. This is a code situation not a HRB issue. A chain link fence is not allowed in the code and they would not meet the variance rule.

Councilor Sahlin I think that we need to look at background and we really need to dive into this issue and look at the code to see where our authority lies. The Council makes it clear that this is to be City Attorney Koho's top priority.

10. Ordinances and Resolutions

A. RESOLUTION 662 A RESOLUTION TO AMEND CHAPTER V, SECTION 3 OF THE CHARTER OF THE CITY OF AURORA, 2nd page above next available rather than next scheduled.

A motion is made by Councilor Graupp to approve Resolution Number 662 and is seconded by Councilor Brotherton. Motion Passes.

11. Old Business

A. Discussion and or Action on Councilor Graupps Presentation on Court Revenue and Expenses. Councilor Graupp reads his report,

- This is an option for Cities (as stated by Garupp)
- With changes 12,000 is being subsidized with taxpayers revenue
- 92% of non-moving violations are not collectible
- 47% of moving violations are not collectible
- 25\$ dollar charge on collections, (which is disputed by City Recorder Richardson as not a charge to the city. The collection agency does not charge the city they charge each defendant a percentage. The 25.00 charge to each defendant from the city would in actual be revenue in)
- Judges reduction is around 14%
- So in my findings there would need to be 1.2 tickets a day or 18 tickets a month to fund itself.
- 8,000 a year at this point
- So at this point we take it to the citizens for a vote
- Data so far we won't clear those numbers
- Average ticket price is 200.00

I do not think this is realistic nor do I think it services our community.

Councilor Vlcek asks Councilor Graupp what is our actual savings if we do not have court Councilor Graupp answers 12,000 however the discussion is bottom line savings what is in this number it is stated Judge, interpreter, city staff, Graupp I just think that this is a better situation for tax payers, Vlcek but this is not an actual savings then it Is just a redistribution of fund. So hard numbers what are we saving Graupp states 12,000, City Recorder Richardson states that the judge and the translator does not come up to 12,000 Graupp then says well there is a bit more in that number than that postage and other items and again Richardson states well those items are

not savings they will be redistributed into other departments because they are fixed costs. Mayor states well we are not going to funnel it into court now we are just going to funnel it into other areas. Councilor Graupp states that court costs total is around 35,000 to run court and to eliminate court 24,000 goes away and 12,000 gets redistributed. Mayor Taylor so the 24,000 was funded by citations yes answered Graupp and now you won't see that. Vlcek clarifies that we could have said it was funding other items as well, Mayor Taylor no it was funding court, Vlcek no once it went into the general fund it is essentially funding everything. Brotherton what is court cost 33,607 Graupp answers that's what is budgeted for Municipal Court. Vlcek that's what's budgeted but when we get rid of court what is the actual savings to the city not including what will be redistributed Graupp answers 9,300 for the court and office fees Vlcek well how would those not get redistributed Graupp well like mailing costs because we won't be sending out notices and various other items Vlcek so leases and other items will get redistributed yes, Mayor Taylor so looking at it 32,000 cost 12,000 savings general fund the balance was made up by citations. So if we don't receive over 20,000 in funding over the year it's a wash and it's a negative that we will have to find. Sahlin what is your hesitation with doing this Vlcek thing is we are a week into our new deputy we do not have enough data to make a decision yet we do not know what will be produced from him. So I do not think we can make a decision on this until we have more information to off of.

Mayor Taylor so if we remove this from the charter does that mean we have to get rid of court, Sahlin no it just stops us from being required and it makes it our option.

So Mayor Taylor so we can wait until budget time I say we run court until June and look at it again. We are just laying a foundation to study this.

City Recorder Richardson states well it think we will need to go over those numbers again because I come up with 3,000 in savings for the judge and interpreter so Mayor Taylor asks well then where is the other 30,000 being spent and Graupp states well the judge and interpreter cost way more than that. Mayor Taylor so we can revisit those numbers and details on this during the budget time. I just wanted the council where we are starting from lets go back to the resolution.

12. New Business

A. Discussion and or Action on re-appointment of Merra Frochen to Historic Review Board.

A motion to reappoint Merra Frochen to Historic Review Board is made by Councilor Brotherton and seconded by Graupp. Motion Passes.

B. Discussion and or Action on re-appointment of Kris Sallee to Planning Commission.

A motion to reappoint Kris Sallee to the Planning Commission is made by Councilor Graupp and seconded by Councilor Vlcek. Motion Passes.

C. Discussion and or Action on Liquor License Renewals as listed

- **Aurora Colony Market**
- **Aurora Market and Deli**
- **Fir Point Farms**
- **Hyer Convenience Store**

- **Pacific Hazelnut Farms**
- **The Colony Pub**
- **Topaz Bistro**

A motion to approve the OLCC license as listed is made by Councilor Sahlin and seconded by Councilor Graupp. Motion Passes.

There is discussion as to why Fir Point Farms is on our list because it is in Clackamas County.

13. Adjourn

A motion to adjourn the January 08, 2013, meeting at 9:05 p.m. was made by Councilor Brotherton and seconded by Councilor Vlcek. Motion Passed Unanimously.

Greg Taylor, Mayor

ATTEST:

Kelly Richardson, City Recorder

**HISTORIC REVIEW BOARD MINUTES
21420 MAIN ST. NE, AURORA OR 97002
December 13, 2012**

Staff Members Present: Sophia Kuznetsov, Administrative Assistant

Others Present: None

The meeting of December 13, 2012 was called to order at 7:00 p.m. by Chairman Townsend.

Administrative Assistant takes Roll Call

Chairman Karen Townsend – Present
Vice-Chair Gayle Abernathy – Present
Member Bill Simon – Present
Member Merra Frochen – Present
Member Mella Dee Fraser – Present

CONSENT AGENDA

A motion to approve the HRB minutes of November 29 2012, was made by Merra Frochen, seconded by Bill Simon and passed unanimously.

CORRESPONDENCE

VISITORS

Dana Geraths	Aurora	21317 Hwy 99E (Mohler House)
Sirous Bahrami	Aurora	21338 Hwy 99E (Aurora Market & Deli)

Sirous Bahrami – Came to the meeting to find out if he was able to have a plastic reader A-Board out front of his store to advertise store specials. The board informed him that as per the guidelines plastic reader A-boards are not allowed in the Historic District. Sirous let the board know that business was slow and he felt that an A-frame reader board sign would bring in more customers. He was informed that he was one of three businesses in the historic district that was allowed a reader board for their business and he already has one in his possession. That gives him an advantage over the other businesses.

OLD BUSINESS

- A. Discussion and/or Action of Updating the Historic Guidelines per City Council Request.**
- a. Review of Title 17 revision**
- The HRB members are in process of going over Section 17.20 (Signs) of the Historic District Guidelines; Chairman Townsend will give the HRB recommendations of guideline changes to City Planner Renata Wakeley when they are complete.

NEW BUSINESS

- A. Discussion and/or Action on Sign for 21317 Highway 99E, Aurora OR 97002. Submitted by Dana Geraths**
- Discussion and/or action – The HRB asked for the applicant to explain what kind of business it was going to be. The applicant explained that it was geared towards people who enjoy historic antiquities.
 - The HRB members find that the sign meets all the requirements in the guidelines and they extended a welcome to the applicant.

A motion to approve the application as presented was made by Bill Simon and seconded by Gayle Abernathy and passed unanimously.

- B. Discussion and/or action on roof for 21611 Main St NE (William Fry Building), Aurora OR 97002. Submitted by Mike Byrnes.**
- Chairman Townsend excused herself from this discussion and voting due to conflict of interest. Chairman Townsend is an employee of the applicant. Vice-Chair Abernathy led the discussion.
 - Applicant was not in the audience. Vice-Chair Abernathy asked to have the application tabled until the next meeting so that the applicant can be here to answer any questions that the board may have. Chairman Townsend informed the board that wasn't a possibility due to the roof leaking. She explained that if they had any questions she may be able to answer them in the place of the applicant.
 - Vice-chair Abernathy asked if there was a sample from the applicant. She was informed that there was not. Chairman Townsend informed the board that the applicant was originally planning to have the material similar/if not the same as the current roofing (wood shingle). Due to the expense and lack of product, he wants to get approval for charcoal composition roofing in the event that he won't be able to do the shingle roofing.
 - Vice-Chair Abernathy emphasized that the HRB would prefer that the applicant puts up roofing material the same or similar to the original roofing to preserve the historical aspect of the building.

- The Board doesn't have any issues with the charcoal composition roofing as it falls as an allowed item under the Historic Guidelines.

A motion to approve the application as presented was made by Gayle Abernathy and seconded by Bill Simon and passed 3-1 with Gayle Abernathy opposed.

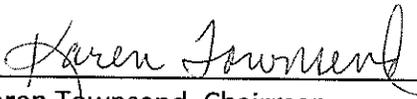
C. Reappoint Merra Frochen for second term on Historic Review Board.

- Member Frochen was asked if she would like to continue to serve on the Historic Review Board. She replied that she has enjoyed her time on the board and would like to continue as a member.

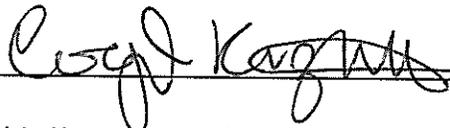
The consensus was that the Historic Review Board recommends to the City Council that Merra Frochen is appointed for a second term on the Historic Review Board.

ADJOURN

A motion to adjourn was made at 9:10pm by Merra Frochen seconded by Mella Dee Fraser and passed unanimously.



Karen Townsend, Chairman



Sophia Kuznetsov, Administrative Assistant

**NOTICE OF FINAL DECISION
APPLICATION APPROVED BY THE HISTORIC REVIEW BOARD
CITY OF AURORA, OREGON**

Date application was heard by HRB: January 24, 2013

Date this Notice is mailed: 1/29/2013

Name of Applicant: Sirius Bahrami (Aurora Market & Deli)

Applicant's Mailing Address: 21338 Highway 99E, Aurora Oregon 97002

Project Description: One A-Frame Sign

Subject Property Address: 21338 Highway 99E, Aurora Oregon 97002

Findings:

This Application Is Approved Per The Aurora Municipal Code #17.20.070, G. 1, 2, 4, 5.

Approved One (1) Freestanding "A" board sign;

Approved Size: 4 ft by 3 ft

Approved Sign Material: Wood.

Approved Font: Approved font list or similar

Approved Color: White Background, Red Trim and Black & red lettering

Approved Location: On the North side of business entrance near the reader board.

Comments/Recommendation:

The findings and conclusions on which this decision is based are contained in the minutes for the HRB meeting at which this decision was made and audio-tape record of the HRB's meeting and deliberations. The minutes and audio-taped record are available at Aurora City Hall, 503.678.13283, 21420 Main Street, Aurora, Oregon.

The Historic Review Board's decision is final on the date that this notice is mailed. Any party with standing may appeal this decision with the City of Aurora Municipal Code which provides that a written appeal, together with the required fee, shall be filed with the City Recorder within fifteen (15) calendar days of the date the Notice of Decision was mailed. The appeal fee schedule and forms are available from the City Recorder at City Hall, 214209 Main Street NE, Aurora, Oregon 97002.

This decision is approved and this Notice of Decision serves as the Certificate of Appropriateness subject to the conditions set forth above.



Karen Townsend, Vice-Chair, Aurora Historic Review Board

1/29/13

Date of Signature

**NOTICE OF FINAL DECISION
APPLICATION APPROVED BY THE HISTORIC REVIEW BOARD
CITY OF AURORA, OREGON**

Date application was heard by HRB: January 24 2013

Date this Notice is mailed: Sent via Email to Applicant - 1-29-2013

Name of Applicant: Jere Carlin with NW Natural

Applicant's Mailing Address: 3123 Broadway NE, Salem OR 97303

Project Description: New Gas Meter installation

Subject Property Address: 21620 Main Street, Aurora OR 97002

FINDINGS:

This application is approved per the City of Aurora Design Review Guidelines for Historic District Properties, New Systems, Utilities & Code compliance issues, pg 26, Section 16

- The application was approved for the new meter installation with the CONDITION that the meters will need to be enclosed in a metal box to minimize the visual effect.

COMMENTS/RECOMMENDATION:

The Historic Review would like to recommend that shingle roofing is used on the building to preserve the historical aspect of the building.

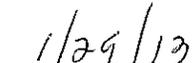
The findings and conclusions on which this decision is based are contained in the minutes for the HRB meeting at which this decision was made and audio-tape record of the HRB's meeting and deliberations. The minutes and audio-taped record are available at Aurora City Hall - 21420 Main Street, Aurora, Oregon. Ph: 503.678.1283

The Historic Review Board's decision is final on the date that this notice is mailed. Any party with standing may appeal this decision with the City of Aurora Municipal Code which provides that a written appeal, together with the required fee, shall be filed with the City Recorder within fifteen (15) calendar days of the date the Notice of Decision was mailed. The appeal fee schedule and forms are available at Aurora City Hall

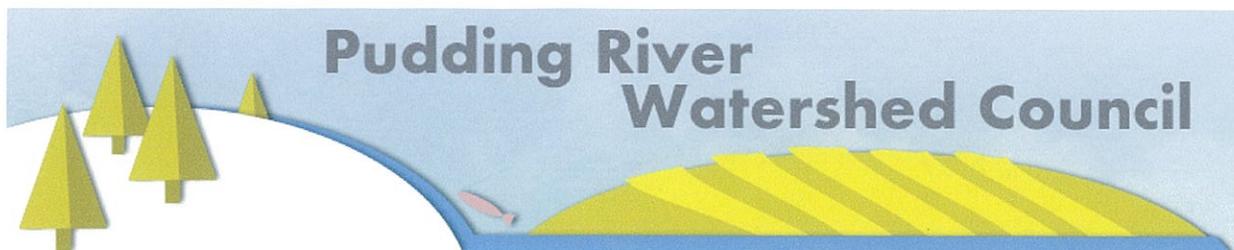
This decision is approved and this Notice of Decision serves as the Certificate of Appropriateness subject to the conditions set forth above.



Karen Townsend, Chair, Aurora Historic Review Board



Date of Signature



January 31, 2013

City of Aurora
Public Works
21420 Main Street
Aurora, OR 97002

To whom it may concern:

Pursuant to the agreement reached in Willamette Riverkeeper v. City of Aurora, United States District Court for the District of Oregon, Case No. 3:08-CV-1288-JE, the Pudding River Watershed Council hereby provides the enclosed Supplemental Environmental Project 2012 Annual Progress Report. We have also enclosed a copy of the 2011 Annual Progress Report for your records.

Thank you,

Beverlee Koutny
Chair, Pudding River Watershed Council Board
Woodburn Public Works Building
190 Garfield Street
Woodburn, OR 97071

cc: John Persell, Pudding River Watershed Council Coordinator

**2012 Annual Progress Report
Supplemental Environmental Project
Case No.: 3:08-CV-1288-JE
Pudding River Watershed Council**

In 2012, the Pudding River Watershed Council (PRWC) successfully continued making progress as per the SEP agreement. In part, the Council completed the following items:

- Assembly and coordination of Technical Advisory Committee (TAC) meetings.
- Production of SEP maps, findings, and projects list (i.e. *Lower Pudding River Basin Report; Data Collection/Monitoring and Riparian Improvement Projects List*).
- Organization and implementation of several training sessions, meetings, and workshops for *Creekshed Stewardship Initiative (CSI)* volunteers including members of the PRWC-supported Citizen Advisory Committee (CAC).

Work on the above three items occurred throughout the year, and culminated with a Public Meeting and Community Workshop held at the Town of Monitor's Fire Station on November 14, 2012. PRWC's event featured a *Lower Pudding Basin Report* Powerpoint presentation and facilitated break-out sessions with attendees to review our "core areas" (sites) maps, key findings, and prioritized projects list. A press release was produced and distributed to local newspapers resulting in over 30 attendees. Other major milestones this year included TAC-led "core areas and subareas" watershed tours in May and June. Furthermore, TAC and CAC meetings were convened in addition to more site visits, tours, office and phone meetings, database, and *Report* and *Projects List* work. Also, the City of Woodburn has continued to provide fantastic support with I.T. (server and database), G.I.S. (maps), and logistics (tours). With investment, it is plausible that data on the server can become a future web-based searchable watershed information repository.

NOTE: Historically in the Basin, info-sharing among agencies is lacking and robustness of their data is very poor. Collectively, stakeholders still struggle to efficiently share info.

Key milestones for the completion of maps, findings, and the projects list include:

- TAC refined boundaries of Lower Pudding Basin Study Area. (See attached map.)
- TAC created weights and metrics to score (i.e. identify and prioritize) projects.
- TAC reaffirmed commitment to info-sharing so long as private info is secured.
- Community volunteers completed two CSI training sessions, both of which were centrally located within the basin in Woodburn. In total, over 20 people took part.

Key findings include:

- As recent as 1936, the Pudding River channel directly entered the Willamette River.
- In 2005-11, 37% of conductivity samples @ Arndt Rd. were higher than 137 NTU.
- ODFW's Salmon and Steelhead Recovery Plan includes the Pudding River Basin.

To view the work products to-date, please feel free to visit the server. For access, go to <https://sharepoint.ci.woodburn.or.us/sites/wtac>. Log-in: *woodburn\wtacguest* Password: *wtac!*

For 2013, the PRWC along with the TAC and CAC is focused on project implementation.

**2011 Annual Progress Report
Supplemental Environmental Project
Case No.: 3:08-CV-1288-JE
Pudding River Watershed Council**

In 2011, the Pudding River Watershed Council began its work as per the SEP agreement on the following items:

- Assemble and coordinate a Technical Advisory Committee (TAC).
- Produce *State of the Lower Pudding River Watershed Report*.
- Organize at least two monitoring and riparian improvements training sessions for the PRWC's community *Creekshed Stewardship Team* volunteers.

Work on the above three items began on March 30, 2011 with site visits and public Lower Pudding River Watershed Community Meeting held at Hubbard City Hall. Press releases were produced and over 20 people attended. One of the first major milestones was a two-day kickoff of the TAC with a watershed tour on May 31 followed on June 1st with a formal meeting held at the Woodburn Public Works Building conference room. Subsequent TAC meetings have been held every other month on 1st Wednesdays complemented by additional site visits, tours, office and phone meetings, database and *Report* work, and more. It is worth noting that the City of Woodburn has provided I.T. and G.I.S. support to the TAC which has resulted in the development of a unique internal server and database used by TAC members. In the future, it is plausible that the database can evolve into a searchable watershed information repository for public use. Currently, the server and database is valuable utilitarian tool for all TAC participants allowing for centralized, efficient access from their agency offices or even from home.

A key element of the future *State of the Lower Pudding River Watershed Report* is to:

- Describe and survey current state of the watershed sub-area.
- Identify and prioritize 1-2 sites for water quality, macroinvertebrates, and ecological in-stream flow monitoring, and 1-3 sites for future monitoring.
- Identify and prioritize 1-2 sites for riparian improvements, and 1-3 future sites for riparian improvements.

Key milestones towards the completion of Report elements have been achieved such as:

- TAC developed and defined boundaries of Lower Pudding River Watershed Study Area. (See attached map.)
- TAC approval of methodology for Project Site I.D. criteria attributes. (NOTE: Now the TAC is in the process of creating weights and metrics for the attributes.)
- Reaffirmed commitment to information sharing so long as private info is secured.
- Community volunteers took one training session which involved staff from the Cities of Aurora, Hubbard, and Woodburn. In part, the three community college students learned how to sample dissolved oxygen and temperature in Mill Creek.
- TAC participants executed one riparian improvements project along Gut Creek involving Clackamas County.

To date, the TAC is about to conduct targeted field work within key subareas of interest.

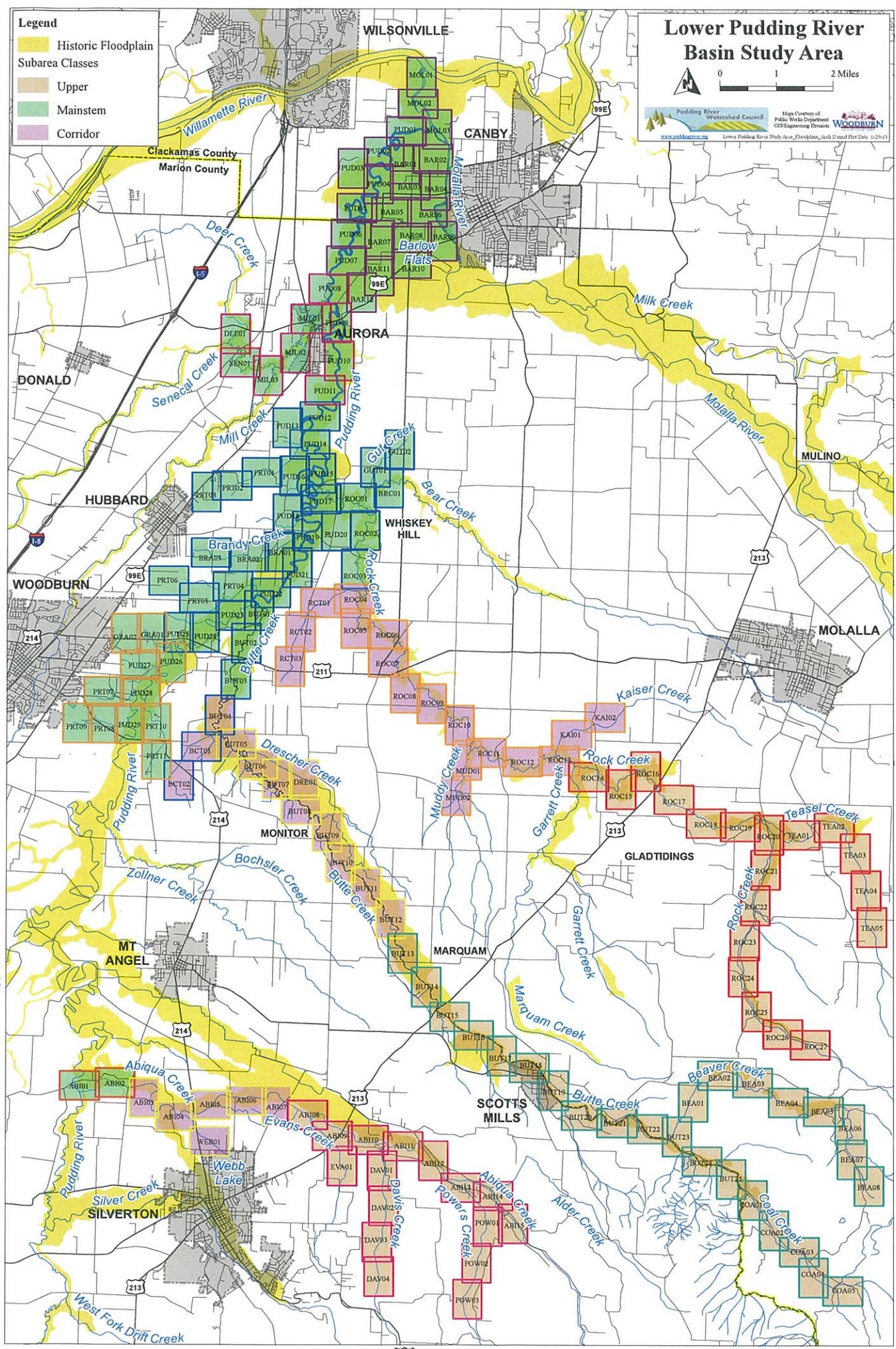
Legend

- Historic Floodplain
- Subarea Classes
 - Upper
 - Mainstem
 - Corridor

Lower Pudding River Basin Study Area



Pudding River Watershed Council
 Maps Courtesy of Public Works Department
 GIS Engineering Division
 WOODBURN
 Lower Pudding River Study Area_BookPlan_Archi_Draft Plot Date: 1-26-13





Meeting Notice

Land Conservation and Development Commission



Meeting:

Thursday, January 24, 8:30AM

Land Conservation and Development
Agriculture Bldg., Basement Hearing Room
635 Capitol Street
Salem, Oregon 97301

BAM Subcommittee:

Friday, January 25, 8:00AM

Land Conservation and Development
1st Floor Conference Room
635 Capitol Street
Salem, Oregon 97301

Meeting:

Friday, January 25, 8:30AM

Land Conservation and Development
Agriculture Bldg., Basement Hearing Room
635 Capitol Street
Salem, Oregon 97301

Thursday, January 24, 2013

8:30AM – Basement Hearing Room

Item 1 Damascus Acknowledgment

The commission will consider possible actions under ORS 197.320 regarding the failure of the city of Damascus to submit comprehensive plan elements in accordance with an approved compliance schedule.

Jennifer Donnelly, Regional Representative

Public Testimony

Action

Item 2 Territorial Sea Plan Rule Public Hearing/Adoption

The commission will hold a public hearing on amending the Oregon Territorial Sea Plan for siting marine renewable energy development, which the commission could adopt through an amendment to the division 36 rule.

Paul Klarin, Marine Affairs Coordinator

Public Testimony

Action

12:00PM – Lunch

1:00PM

Item 2 Territorial Sea Plan Rule Public Hearing/Adoption (continued)

Friday, January 25, 2013

8:00AM – 1st Floor Conference Room, Suite 150

Budget and Management Subcommittee

The subcommittee will discuss the department's current budget information. The subcommittee will report to the full commission during this commission meeting.

Teddy Leland, Administrative Services Manager

No Public Testimony

Briefing

Friday, January 25, 2013

8:30AM – Basement Hearing Room

Item 3 Public Comment

This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. The chair may set time limits (usually three minutes) for individual speakers. The maximum time for all public comments under this agenda item will be limited to 30 minutes. If you bring written summaries or other materials to the meeting please provide the commission assistant with 20 copies prior to your testimony. The commission is unable to take action, at this meeting, on items brought to their attention in this forum.

Item 4 Request to Appeal Pursuant to ORS 197.090(2) and (3), and OAR 660-001-0201 to 0230

State law requires commission approval of the director's decision to seek review of a local government land use decision, expedited land division or limited land use decision. Only the director or department staff on the director's behalf, the applicant and the affected local government may submit written or oral testimony concerning commission approval of a director's recommendation to file or pursue appeal or an intervention in an appeal of a land use decision, expedited land division or limited land use decision.

- Columbia County – Property-line adjustment related to Measure 49 authorization
- Crook County – Goal 5 program for big game winter range

Item 5 Hazard Response Facilities Rule Amendment Public Hearing/Adoption

The commission will consider the adoption of rule amendments to OAR chapter 660, division 6 to allow storage structures in forest zones near coastal areas to facilitate local community tsunami preparedness planning efforts.

Katherine Daniels, Farm/Forest Specialist

Public Testimony

Action

Item 6 Southern Oregon Regional Pilot Program Update

The commission will receive an update on the Southern Oregon Regional Pilot Program for Regional Farm and Forest Land Conservation regarding the status of the work program.

Josh LeBombard, Southern Oregon Regional Representative

Michael Morrissey, Policy Analyst

Update

Item 7 Legislative Update

The commission will receive an update on legislation relating to the Department.

Bob Rindy, Policy Analyst

No Public Testimony

Update

Item 8 Passenger Rail Project Update

The commission will receive an update on a project by the Oregon Department of Transportation (ODOT) to plan for improvements to the passenger rail corridor between Eugene and Portland, and the department's role in this project.

Bill Holmstrom, TGM Coordinator

No Public Testimony

Update

Item 9 Information Management Modernization Initiative (IMMI) Briefing

The commission will receive an overview on the department's current work regarding the IMMI Project.

Gail Ewart, Project Manager

No Public Testimony

Update

Item 10 Director's Report

The commission will receive an update by the director on recent matters concerning the department.

Jim Rue, Director

No Public Testimony

Update

Item 11 Commission Business and Reports Briefing

The commission will receive an update on the Budget and Management Subcommittee.

Teddy Leland, Administrative Services Manager

No Public Testimony

Update

Item 12 Other

The commission reserves this time, if needed, for other business.

Oregon's seven-member Land Conservation and development Commission, assisted by the Department of Land Conservation and Development, adopts state land use goals, assures local plan compliance with the goals, coordinates state and local planning and manages the coastal zone program. Commissioners are unpaid citizen volunteers appointed by the governor and confirmed by the senate. Commissioners are appointed to four-year terms and may not serve for more than two consecutive terms. The statute establishing the commission, ORS chapter 197, also directs that members be representative of the state. The commission meets approximately every six weeks to direct the work of the department.

Current Commissioners:

Bart Eberwein (Portland)
Tim Josi (Tillamook)
Jerry Lidz (Eugene)
Sherman Lamb (Talent)

Greg Macpherson, Vice-chair (Lake Oswego)
Marilyn Worrix, Chair (McMinnville)
Catherine Morrow (Bend)

The meeting location is accessible to persons with disabilities. To request an interpreter for the hearing impaired or for other accommodations for persons with disabilities, please make requests at least 48 hours before the meeting to Leslie Roth at (503) 934-0045, Leslie.C.Roth@state.or.us, or by TTY: Oregon Relay Services (800) 735-2900.

Public Testimony:

The commission places great value on testimony from the public. Those items on the agenda indicated for public testimony are the topics where public comment will be accepted.

People who wish to testify are requested to:

- Complete a Testimony Sign Up Form provided at the meeting handout table;
- Provide a written summary in advance to Leslie.C.Roth@state.or.us (January 11 is the deadline to submit advance testimony). If you are unable to supply materials in advance, please bring 20 copies to the meeting for distribution to the commission, staff and members of the public;
- Recognize that substance, not length, determines the value of testimony;
- Endorse, rather than repeat, testimony of other witnesses with whom you agree.

Because of the uncertain length of time needed, the commission may address an item at any time in the meeting. Anyone wishing to be heard on an item without a set time should arrive when the meeting begins to avoid missing an item of interest. Topics not on the agenda may be introduced and discussed during the Director's Report, commission Business and Reports or Other.



P.O. Box 928 • Salem, Oregon 97308
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863
www.orcities.org



January 2013

Dear Member City Official:

Thank you for your city's membership in the League of Oregon Cities. Your investment in this statewide collaboration of cities is essential so that all cities can benefit from the strength of collective action and pooled resources. We would like to provide an overview of your League's services and resources in support of your city.

Founded in 1925 by a group of city officials, the League of Oregon Cities' mission is to be the effective and collective voice of Oregon's cities and their authoritative and best source of information and training. Currently, all 242 Oregon cities are members of the League. Over 170 city officials participate on our policy committees. Active participation by member city officials is essential for an effective and vibrant League.

Among the League's many services and programs, we would highlight the following:

- 1. Legislative Advocacy.** The League advocates and informs the Legislature and State agencies about and on behalf of cities. With the active participation of city officials, the League is the collective voice of Oregon's cities to protect and advance the interests of an effective and appropriate partnership with State government. The League's legislative agenda for the 2013 legislative session was created in 2012 through the policy committee process and the subsequent prioritizing of the committees' recommendations by member cities. This year we have an ambitious legislative agenda that proposes two constitutional amendments: 1) to provide local voters with options to make local decisions regarding their services; and 2) addressing tax inequities among properties of similar value. Our agenda also includes population forecasting reform, 911 tax reauthorization, and funding for infrastructure.
- 2. Publications:**
 - Monthly *Local Focus* magazine
 - Weekly electronic *Bulletin*

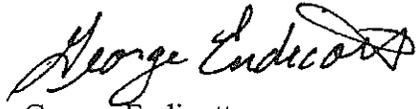
Local Focus publishes articles that provide city officials with information on new laws, city news and leadership. For instance, we publish an annual update of budget laws in the March issue. The October 2012 issue provided an overview of the city councilor's role in audits, and the February 2012 issue provided a primer on budgeting.

The weekly electronic *Bulletin* provides a concise notification of legislative and agency actions and issues, along with other timely pieces of information such as grant application deadlines and links to resources and training opportunities. If you are not already receiving our weekly electronic *Bulletin*, please send your email address to Kristie Marecek (kmarecek@orcities.org) or call her at (503) 588-6550 and we will add you to the distribution list. A link to the current *Bulletin* is emailed each Friday. Past issues of the *Bulletin* and *Local Focus* can also be accessed on our home page from the “Publications” button.

3. **Research and Information.** Every day our legal service staff answers calls from city officials about municipal law issues. The League’s website (www.orcities.org) has a treasure trove of information for cities. Last year we created the Finance Toolkit to help cities explain city finances to their residents, as well as to provide resources to assist city officials in understanding Measures 5/50 and to communicate about the League’s proposed constitutional amendments to help address some of the negative impacts of Measures 5/50 on cities. The League launched the City Handbook in 2011, providing a new and comprehensive textbook treatment of legal and practical information related to city operations and governance with detailed information and links related to the roles and responsibilities of city officials. The A to Z Index is another portal to access sample documents and information.
4. The **Oregon Local Leadership Institute (OLLI)** provides training on many topics for elected and appointed municipal officials. Of special interest to newly-elected officials is the Governing Basics course.
5. LOC’s **Annual Conference** is the premier annual training event bringing city officials together from around the state to learn both from presenters and from each other.
6. One of the benefits of LOC membership is access to participation in **CityCounty Insurance Services (CIS)**. CIS provides liability, property, casualty, workers’ compensation, auto and health insurance. LOC, along with the Association of Oregon Counties, created CIS when the private insurance industry abandoned the municipal liability insurance market in the early 1980s. CIS, in addition to providing competitive rates that save cities money on insurance, in 2010 and 2011 returned substantial credits against future insurance premiums, which for many cities were larger than the amount of their LOC dues.
7. LOC also sponsors the LOCAP program that allows small bond issuers to combine their offerings with reduced issuance costs, as well as **group purchasing** for cities through National Purchasing Partners.
8. The **LOC Foundation** was created to support the League’s work and has provided financial assistance for city officials to attend training and to help underwrite other educational efforts.

We appreciate the involvement and continued participation of many veteran city officials and welcome the involvement and participation of newly-elected officials and experienced officials who have not previously been active in the League. If you have any questions about your League, please contact us.

Sincerely,



George Endicott
Mayor, Redmond
President, League of Oregon Cities



Michael J. McCauley
Executive Director
mmccauley@orcities.org
(503) 588-6550

Project Applicants, MWACT Members, and others:

1. The starting time of the February 7th meeting has been changed to 3:00 pm.
2. Project applicants will be allowed to give a 3 minute presentation. The graphics from the applications and the project location on Google Earth are already loaded in the computer/projector. If you wish to use additional power point type materials they must be submitted prior to the meeting – the earlier the better but absolutely no later than noon on the meeting day (send them to rschmid@mwvcog.org – if it is too big to email, it is probably too long). The 3 minute limit will be strictly observed.
3. No time for public comment is provided, however a prudent number of support letters may be submitted, but are not required – remember the Commission already has plenty of paper to wade through and evaluate – so don't overdo it. Please provide 25 copies of any handouts distributed at the meeting.
4. MWACT members may ask questions based on the presentations or on the applications, but time is limited and the Chair will keep the meeting moving along.
5. The agenda and related materials are attached, including the Steering Committee initial screening results. MWACT members will still receive their 3-hole punched paper agenda packets in the mail.
6. The presentations and discussion will follow the order of the Steering Committee initial screening results.
7. Please note that the Steering Committee ranked several of the projects equally and that the order of such projects on the list is random and is not intended to imply a priority among equally ranked projects.
8. The initial screening is a starting point for discussion among the entire MWACT membership.

Let me know if you have any questions.

Richard Schmid
Mid Willamette Valley Council of Governments
100 High St SE, Suite 200, Salem OR 97301
503-540-1605

Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

Date: Thursday, February 7, 2013
Time: **3:00 p.m.**
Place: **MWVCOG**
100 High St. SE, Suite 200
Salem, OR
Phone: (503) 588-6177 FAX (503) 588-6094

**Please note the
earlier start time
for this meeting.**

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

3:00 p.m. Item 1. Call MWACT Meeting To OrderKen Woods, Jr.

- Introductions
- Approval of December 6, 2012 Meeting Summary
- Public Comment
- Comments from the Legislative Delegation
- OTC Comments
- Commission Discussion/Area Updates

3:15 p.m. Item 2. Election of OfficersKen Woods, Jr.

Commission members will elect officers for 2013.

Action: Elect a Chair and a Vice Chair for the current calendar year.

**3:25 p.m. Item 3. STIP “Enhance-It” Application Review
Process.....Richard Schmid/Ken Woods, Jr.**

There are 26 Enhance-It applications for projects in the MWACT area.
The Steering Committee and Ad-Hoc Multi-Modal Technical Advisory

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 588-6177 or send e-mail to lomoore@mwvcog.org at least 48 hours prior to the meeting. Alternate formats available upon request. Thank you.

Committee (TAC) have reviewed the projects resulting in the *enclosed* Initial Screening Results. Project applicants have the opportunity to make a short, 3-minute presentation at this time followed by questions from MWACT members. Projects will be discussed in the order resulting from the Initial Screening Review. The goal is to identify a \$20-\$25 million list of projects for ODOT to scope. This list must be finalized at the March 7, 2013, MWACT meeting. After the scoping process, the list will need to be further trimmed to \$15-\$16 million, probably at the August meeting.

- Project Presentations/Questions
- Discussion

Action: Review and discuss the applications and the Initial Screening Results.

- 5:20 p.m. Item 4. Other Business.....2013 Chair**
- 5:30 p.m. Item 5. Adjournment2013 Chair**

Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)

MWVCOG

100 High St. SE, Suite 200

Salem, OR 97301

Thursday, December 6, 2012

3:30 p.m.

MWACT Members Present

Bob Andrews, 99W/18 Corridor, Newberg Mayor
Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2012 Vice Chair, Keizer City Council
Dan Clem, Salem City Council
Gene Ditter, 22E Corridor (Alternate)
Marcia Kelley, Salem-Keizer Transit Board of Directors
Leslie Lewis, Yamhill County Board of Commissioners
Chris Mercier, Confederated Tribes of the Grand Ronde
Craig Pope, Polk County Board of Commissioners
Tim Potter, ODOT Region 2
Mitch Teal, Marion County Private Sector
Scott Walker, 99E/213 Corridor, Silverton City Council
Ken Woods, Jr., 2012 Chair, Dallas City Council

MWACT Members Absent

Val Adamson, Polk County Private Sector
Kathryn Figley, I-5 Corridor, Woodburn Mayor
Mike Ryan, Yamhill County Private Sector
Tonya Saunders, Yamhill County Transit Area

Others Present

Nancy Boyer, MWVCOG
Stephen Dickey, SAMTD
Dan Fricke, ODOT
Aaron Geisler, Lochner
Willis Grafe, Citizen Interest
Mike Jaffe, MWVCOG-SKATS Staff
Lori Moore, MWVCOG/MWACT Staff
Chad Olsen, City of Carlton
Julie Warncke, Salem Public Works

Agenda Item 1. Call to Order – 3:30 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:34 p.m.

Summary of November 1, 2012: The summary of the November 1, 2012, meeting was approved as submitted by consensus vote of commission members present.

Public Comment: There were no comments from the public.

Comments from the Legislative Delegation: There were no comments from the legislative delegation.

OTC Comments: There were no comments from the Oregon Transportation Commission.

Commission Discussion/Area Updates: Chair Ken Woods, Jr., announced that the next meeting of the Oregon Passenger Rail Leadership Council will be held on Tuesday, December 11, 2012. Topics for discussion include a review of corridor alternatives that currently being evaluated by Oregon Department of Transportation staff. These alternatives are a set of passenger rail route options from Eugene to Portland. The Leadership Council will also endorse screening questions that will be used to narrow the alternatives. A ten-minute public comment period will be included in the meeting.

Chair Woods also announced that as part of its ongoing efforts to move to a multimodal, system-wide approach to transportation, ODOT is combining its Public Transit and Rail divisions into a single division.

The Oregon Transportation Commission (OTC) has approved an allocation of federal discretionary Transportation Enhancement funds to preserve and restore the historic baggage depot at the Salem Amtrak Station for use as a passenger depot and intermodal transit hub. Vice Chair Cathy Clark informed commission members that the SKATS Policy Committee discussed this issue and expressed the opinion that the Salem Area Mass Transit District (SAMTD) needs to be an integral component of a fully multi-modal facility.

Tim Potter provided an update on the status of projects in the MWACT area.

Vice Chair Clark invited commission members to attend the Keizer Festival of Lights this coming Saturday.

Agenda Item 2. Regional Freight Bottlenecks

It was announced that the presenter for this item was unable to attend today due to a sudden illness. Material related to the Oregon Freight Plan was made available to commission members. It was noted that concerns related to freight routes to the Oregon coast that had been expressed had not been addressed to date.

Agenda Item 3. STIP “Enhance-It” Applications and Review Process

Richard Schmid noted that material handed out at the meeting contains the list of all the STIP applications for ODOT Region 2. Notebooks containing the applications from the MWACT area were distributed to commission members.

Commission members discussed the following topics and issues:

- The lack of evaluation criteria;
- How to compare and evaluate the merits of different types of projects;
- The review schedule. MWACT members must complete their prioritization by March 2013; and
- The results of the Transportation Enhancement project selection will not be known prior to MWACT review of the STIP applications;

It was proposed that a joint MWACT Steering Committee/MWACT Technical Advisory Committee (TAC) be scheduled for January 2013 for the purpose of reviewing the MWACT-area STIP applications. Project applicants will be invited to the joint meeting as well as to address MWACT members during their February 2013 meeting. All MWACT members are welcome to attend the joint meeting.

It is unlikely that MWACT members will have a regular meeting in January.

Discussion continued related to the review process. High, medium, and low priorities will be developed and documented. It was suggested that members make notes of their thoughts as they review the individual applications.

Agenda Item 4. Other Business

Chair Woods thanked Commissioner Leslie Lewis for her years of service on MWACT.

Vice Chair Clark provided an overview of the topics for tomorrow's meeting of the Oregon Metropolitan Planning Organizations Consortium (OMPOC).

Chair Woods adjourned the meeting at 4: 52 p.m.

MWACT Attendance 2012

	J	F	M	A	M	J	J	A	S	O	N	D
Dallas Councilor Ken Woods, Jr. Chair/22-99W-51		X		X		X		X	X	X	X	X
Keizer Councilor Cathy Clark Vice Chair/City of Keizer/Alternate		X		X		X		X	X	X	X	X
Val Adamnson Polk County Private Sector		X		X		X		X	X	X		
Newberg Mayor Bob Andrews 99W-18-47/Alternate		X		X		X		X	X	X	X	X
Commissioner Sam Brentano Marion County		X		X		X		X	X		X	X
Mike Ryan Yamhill County Private Sector						X				X		
Salem Councilor Dan Clem City of Salem/Alternate		X		X		X		X	X		X	X
Woodburn Mayor Kathryn Figley I-5/Alternate		X				X		X		X	X	
Marcia Kelley Salem-Keizer Transit District/Alternate		X		X		X		X	X	X	X	X
Commissioner Leslie Lewis Yamhill County		X		X				X	X	X	X	X
Chris Mercier/Alternate Conf. Tribes of the Grand Ronde		X		X				X		X	X	X
Commissioner Craig Pope Polk County		X		X		X		X	X	X	X	X
Tim Potter ODOT/Alternate		X		X		X		X	X	X	X	X
Tonya Saunders Yamhill County Transit Area				X				X			X	X
Representative? 22E/Alternate		X		X		X		X		X	X	
Mitch Teal Marion County Private Sector		X				X		X	X		X	X
Silverton Councilor Scott Walker 99E-213/Alternate						X		X	X	X	X	X

From Page 3 of the MWACT Operating Agreements:

Attendance
Should a member be absent from three (3) consecutive meetings without representation by the designated alternate, or have three (3) absences in a calendar year without representation by the designated alternate, the position shall be considered vacated. In such a case, the Commission shall direct ODOT and/or the Mid-Willamette Valley Council of Governments to recruit a replacement from the represented jurisdiction(s).

Agenda Item 3.

**STIP “Enhance-It” Application
Review Process**

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

February 7, 2013



Oregon

John A. Kitzhaber, M.D., Governor

Oregon Transportation Commission
1158 Chemeketa Street NE
Salem, OR 97301-2528

April 26, 2012

Ken Woods
ACT Chair
PO Box 1130
Dallas, OR 97338-1047

Dear Chair Woods:

Governor Kitzhaber spoke to the Oregon Transportation Commission at its August 2011 meeting, and provided his direction for transportation policy and development.

The OTC brought all ACT chairs together in November 2011 for a vibrant discussion about the governor's direction, and the "current realities" of the transportation system and its future funding outlook.

The Oregon Transportation Commission recognizes there is need for a more comprehensive approach to transportation, including more efficient and effective system management. This is especially critical given the state's inadequate resources to continue doing business as usual. Increased ACT involvement will help evolve the way we manage and invest in the overall transportation system in Oregon. I would also like to take this opportunity to thank you and the members of your ACT personally for your service and dedication to these issues. Your expertise and input is invaluable, and your time is not taken for granted.

As you recall, Governor Kitzhaber challenged us to create a 21st century transportation system that best serves Oregonians. He envisions a transportation system that chooses the right projects for communities that will attract or grow business, provide mobility, reduce the carbon impacts of transportation, and transition into a truly multimodal and efficient transportation system for the State of Oregon.

Governor Kitzhaber further articulated principles that he wants us to apply when we prioritize investments and programs or begin conversations on policy direction. The following principles are keys to using our ACTs and their members' talents as we fully embrace being a multimodal transportation agency.

- *Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*
- *Are we creating programs that don't simply invest in the future of the transportation system but meet a multitude of community objectives?*

- *Does each decision move us closer to a sustainable, safe, lower-carbon, multimodal system?*
- *Does the decision maximize benefit for the least cost under the limited resources available?*

ODOT has made changes in organizational structure based on Governor Kitzhaber's direction and principles. The first key change was to create the *Active Transportation Section* within the Transportation Development Division in October 2011. There were three key reasons for this change:

- 1) *Active Transportation* is a hallmark of healthy, viable communities. By creating an Active Transportation Section, we embrace the message that walking, biking and transit are important transportation choices in Oregon communities.
- 2) This helps streamline project selection. Federal and state programs similar in function are now located in one section. Staff working on Transportation Enhancement, Congestion Mitigation and Air Quality (CMAQ), Bicycle/Pedestrian, Flex Funds, and Safe Routes to Schools programs now sits and works side-by-side.
- 3) Perhaps most important, ODOT is setting up the process to allocate funds for Active Transportation projects that make sense for communities more efficiently and strategically.

The ACTs have been invaluable in the selection and support of our highway-focused projects, ranging from Modernization to Bridges. We now want to challenge you to think beyond our state highways and local streets, to help us think in terms of function and to prioritize those projects that support a complete system, and include all transportation modes and community interests.

The commission recognizes that an expanded and different role for the ACTS will be an important part of any success in meeting Governor Kitzhaber's direction, and ODOT's ability to continue doing more with less.

The *Policy on Formation and Operation of Area Commissions on Transportation* continues to provide us with excellent guidance: *improve communication and interaction between the OTC and local stakeholders who share a transportation-focused community of interest.*

We want you to help us figure out the improved role for the ACTS. One of the ways you can do this is to reflect on Governor Kitzhaber's direction and in line with changes ODOT has made. For example, the "Membership" section of the ACT Policy states: *When establishing the voting membership, an ACT needs to consider all modes and aspects of the Transportation System.* The policy goes on to reference potential members as elected officials; tribal governments; port officials; transit offices; interested stakeholders, such as freight, trucking, bicycle, pedestrian, and public transportation; among other community interests.

We would like you to start this transition with a focus on the ACT membership. As Governor Kitzhaber asked: *Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*

10/16/2012
10/16/2012

ODOT's area managers will work with each ACT as it evaluates its composition, and as we move forward with discussions on policy, programs, and projects that go beyond the traditional role of the ACTS in the decision-making process.

While this is a transition time for the ACTs, it is also a transition time for the statewide modal committees, who have had the responsibility of selecting projects in the past. As their roles change they will want assurance that the ACTs have the capacity to step in and fulfill their new responsibilities with a full appreciation for the nuances of modal needs. I look forward to hearing about your progress when we meet again and when we renew your charter.

The department and the commission will continue discussions involving new ways of thinking about our transportation system over the next several commission meetings, leading up to our next engagement between the OTC and the ACT chairs, which we anticipate to occur on October 16-17. I encourage you or your representative to attend these monthly meetings to hear the background that will lead to the October OTC/ACT meeting.

The Transportation Commission looks forward to working with you as we evolve Oregon's transportation system. Look for contact from the ODOT area manager serving your ACT to discuss next steps.

Sincerely,

A handwritten signature in cursive script that reads "Pat Egan". The signature is written in black ink and is positioned above the typed name and title.

Pat Egan
Chair



Oregon

John A. Kitzhaber, M.D., Governor

Oregon Transportation Commission
355 Capitol Street NE
Salem, OR 97301-2528

November 7, 2012

Ken Woods
Chair, Mid-Valley ACT
Craven-Woods Insurance
PO box 1130
Dallas, OR 97338-1047

Dear Chair Woods:

Thank you for the time you gave to come to the Oregon Transportation Commission work shop last month. It's abundantly clear that we have enormous talent and resources engaged throughout the state, and your leadership and involvement directly with us and the Department is very welcome and admired. Honestly, we're honored by having you engaged as a partner.

The Commission particularly appreciated the discussion as we prepare for the new Fix It/Enhance project selection process. Some of the discussion reflected a concern about the lack of objective criteria and a parallel concern that without more direction, the ACTs might have difficulty selecting and prioritizing their project recommendations.

I would like to take the opportunity to address those concerns and to be clear about the Commission's expectations as this process moves forward. Because of the wide diversity of project applications that the department expects to receive and the lack of maturity of comprehensive criteria, we do not believe a formal scoring process would be successful. All of our discussions to design and prepare for this STIP development process have been aimed at empowering the local communities and stakeholders that comprise the ACT to match identified problems with cost-effective solutions that reflect local values and concerns. However, there are some practical sideboards to help guide the decision-making process.

The primary requirement within the selection recommendation process are that the projects legitimately address at least one or more of the benefit areas included in the application (to address multiple areas generally makes for a stronger application). Information throughout the application will help determine if the proposed project is reasonable in cost and scope, whether it is timely and ready to move forward, whether it is consistent with plans and policies and whether the benefits described are reasonable and likely, and how these compare to other potential benefits from other projects proposed.

Regions, ACTs, and MPOs will receive a template by mid-November to report their conversations, justifications and process to develop their recommended project lists. You should develop this record during selection of the 150-percent list. You can later revise it during conversations to reduce the list to the final recommended list. This record will be essential to the OTC, OTC advisory committees, and others in order to understand how the ACT considered projects recommended for selection. While this template is still under development, we anticipate the ACTs would discuss:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of people or the economy in your community?

The intent of the documentation is to provide consistency as the OTC reviews projects on a statewide basis. Given our regard for ACTs, we consider it vital that we have a good understanding as to how each ACT and region developed its recommendations and to allow the flexibility to define such things as “leverage” or “key objectives” as they discussed projects. The keys to a successful project selection process:

- The process to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
- No benefit category is defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus.
- Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as “mobility” or “livability.” Discussion and consensus will then decide how to prioritize projects with very different benefits.
- Reviewers can use state and local plans, goals, and policies described in plans to help determine priority, such as the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon transportation topic or mode plans, local transportation system plans, local comprehensive plans.
- Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.

As I mentioned in my earlier letter, the Commission’s expectations are that the projects selected are solution-based and not limited by funding silos; that overall projects selected reflect a balance between modes; that projects promote a multimodal transportation system; and that projects are the most efficient and effective to solve the transportation problem that the ACT sees as a priority.

This is an opportunity to leverage the “collective wisdom” that exists within the ACT with the right people at the table. The Commission recognizes the shared risk with this new process.

The Commission will look at the 150-percent lists and apply the guidance and direction outlined above. The Commission and the ACTs will learn a great deal as we go through this process, and I am confident that together we will be successful and will be able to take the lessons learned and carry them forward to the next STIP cycle.

As we have said in the process and at OTC meetings, we are confident we will learn from and improve the process. This is a substantial shift from past processes, but one we hope will yield the best possible projects and the best return for your communities and Oregonians as a whole. Please do not hesitate to

November 2011
11/23/11

contact us with concerns or questions as we proceed. Your regional managers and key ODOT personnel are dedicated to being helpful as you consider projects and submit applications.

I also want to take this opportunity to thank you and all ACT members for your service and dedication to making this process as good as it can be. All engaged know that we have limited resources, but we are also excited at the prospects of ensuring your talent and comprehensive view of the system in your region is given full consideration.

Sincerely,

A handwritten signature in black ink that reads "Pat Egan". The signature is written in a cursive style with a large, looping initial "P" and a distinct "E".

Pat Egan
Chair

Memo

To: MWACT Members
From: Ken Woods
CC:
Date: 11/15/2012
Subject: Enhance Projects Criteria

As a result of the meeting the ACTs had last month with the OTC, the following might become our criteria for project selection based on the 11/07/2012 letter I received from OTC Chair Egan. He states "some of the discussion reflected a concern about the lack of objective criteria and a parallel concern that without more direction, the ACT's might have difficulty selecting and prioritizing their project recommendation." He goes on, "because of the wide diversity of project applications that the department expects to receive and the lack of maturity of comprehensive criteria, we do not believe a formal scoring process would be successful."

The suggested criteria could include the following:

1. Do the projects legitimately address at least one or more of the benefit areas included in the application?
2. Is the project reasonable in cost and scope?
3. Is it timely and ready to move forward?
4. Is it consistent with plans and policies?
5. Are the benefits of the project reasonable and likely?
6. How does the benefits of this project compare to other potential benefits from other projects proposed.

The OTC will be sending out a template for us to report our conversations, justifications and process in developing our recommended project list. This record will be essential to the OTC, OTC advisory committees, and others in order to understand how we considered projects recommended for selection. The intent of this documentation is to provide consistency as the OTC reviews projects on a statewide basis. The OTC considers it vital that they have a good understanding as to how each ACT and region developed its recommendations and to allow the flexibility to define such things as "leverage" or "key objectives" as we discussed our projects. The template could include the following:

1. How does this project improve transportation choices for people in your community?
2. Why is now the right time for this project?
3. How does this project improve the lives of people or the economy in your community?

The OTC feels the keys to a successful project selection process are:

1. The process to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
2. No benefit category is defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus.
3. Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as 'mobility' or 'livability.' Discussion and consensus will then decide how to prioritize projects with very different benefits.
4. Reviewers can use state and local plans, goals, and policies described in plans to help determine priority, such as the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon transportation topic or mode plans, local transportation system plans, and local comprehensive plans.
5. Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analysis to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.

The OTC's expectations are that the projects selected are solution-based and not limited by funding silos; that overall projects selected reflect a balance between modes; that projects promote a multimodal transportation system; and that projects are the most efficient and effective to solve the transportation problem that the ACT sees as a priority.



Ken Woods

ken.woods@travancor.com

Benefits Information from the Enhance Application. (Numbers refer to the question numbers in the application.)

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion reducing projects and activities, etc. For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost effective and integrated multimodal transportation system. For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease. For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources. For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible. For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources. For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users. For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians. For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible. For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

Initial Screening Results

Project Number in Notebook	Project Name	Project Sponsor	Enhance It Funds Requested	Project Summary	Steering Committee Benefits Discussion	Steering Committee Ranking*	Running Total
14	OR 51 Improvement Project	City of Monmouth/ Oregon Department of Transportation	\$847,867	Upgrade OR 51 between Heffley Street and the 'S' curve (approximately 1,600 feet) to the city's major arterial standard (two travel lanes with two-way left-turn lane) and add bike lanes, landscape buffer, and sidewalks to both sides of the highway consistent with the city's major arterial design standard and the Highway Design Manual. This will complete a 4-mile stretch of quality sidewalk on OR 51 extending from its entry into Independence, through that city, and through downtown Monmouth. Bike lanes will extend nearly the entire length of this 4-mile section.	Accessibility: Connection to schools and recreation opportunities. Environment: Storm water issues addressed. Mobility: Connects a major bike route. Economic Vitality: Designed for commercial. Land Use and Growth Management: If this develops, it becomes more important as a connection to goods/services/recreation, and access to these safely. Students use this for access to schools and shopping. Benefits State Facility: Final phase in a series of projects.	1.0	\$847,867
21	OR 214: Smith St.- Pioneer Dr. (Silverton), Sidewalk and Bike Lanes	City of Silverton/ Oregon Department of Transportation	\$1,079,310	The proposed project is located on State Hwy. 214 and will benefit approximately 2,140 residents in southern Silverton which are currently disconnected from parks, schools, jobs, services, and retail uses in the downtown core. This project will install bicycle lanes and sidewalks on S. Water Street to complete a safe and convenient route to local services and amenities. The proposed improvements will also promote a healthier lifestyle for residents and increase the economic stability of the downtown.	Lots of public feedback/support. High priority for Silverton. Economic Vitality: Silverton hosts signature events, active art community. Land Use: In the city Comprehensive Plan. Equity: Variety of users with options for the transportation disadvantaged. Accessibility: Connects to parks, schools, downtown, jobs. Environment: Facilitates mode choice/alternate modes. Goes beyond the minimum with storm water treatment. Livability: Provides access to goods and services, provides mode choices/connections to public transit. Safety.	1.2	\$1,927,177
5	Hayesville Dr. NE: Happy Dr.-Fuhrer St., Bicycle and Pedestrian Improvements	Marion County Public Works	\$1,450,000	Hayesville Drive is a heavily traveled collector in the northeast Salem area. It serves four schools, residential housing, a county park, and several transit stops. This project includes widening the existing paved shoulder to accommodate designated bike lanes, adding curbs, gutters, sidewalks, drainage, landscaping, lighting, and additional pedestrian amenities on both sides of Hayesville Drive from the city limits east of Happy Drive to the city limits near Stephens Middle School. The project will tie into existing bike lanes and sidewalks on both ends of the project.	Safety/Accessibility: High degree of safety/bike-ped access to five schools, transit stops. No other bike routes in this area. Equity: Large number of poorer/transportation disadvantaged people. Finance and Funding: Higher than normal match. Environment: Encourages biking, walking, transit by having these facilities safely available. Storm water treated by rain garden in park.	1.2	\$3,377,177
11	OR: 18: Grand Ronde-Fort Hill	Polk County/ Oregon Department of Transportation	\$4,450,000	This D-STIP project will improve safety and capacity on OR 18/22 from Valley Junction to Fort Hill. Improvements will include widening the existing two-lane highway and extending the four-lane section from Fort Hill past Valley Junction. A grade separated interchange will be constructed to replace the existing intersection at Valley Junction. Two bridges over South Yamhill River will be replaced and widened. Median barrier improvements will be installed to prevent crossover accidents. Polk County's Rowell Creek Road, the Spirit Mountain Casino, and other private property access will be modified to accommodate proposed highway improvements. This D-STIP construction readiness project is a part of Phase 2 of the "H.B.VanDuzer Forest Corridor to Steel Bridge Road" Corridor Refinement Plan.	Economic Vitality: This is a major freight and tourist route. Mobility: Transit connection. Bike route. Accessibility: Wide shoulders for bikes and pedestrians. Finance and Funding: Conf. Tribes of the Grand Ronde partnership a possibility. This project has been an MWACT priority for several years. Safety. State-owned Facility. Construction phase estimated at approximately \$50 million.	1.2	\$7,827,177
4	Godsey Road Street Improvement Project	City of Dallas	\$430,000	Construction of sidewalks and bike lanes on SE Godsey Road from SE Miller Avenue to SE Monmouth Cutoff Highway. Project includes minor pavement widening for installation of bike lanes along with overall pavement maintenance. Pavement maintenance is scheduled for FY 15-16 utilizing the City's Federal Gas Tax allocation.	Accessibility: Connectivity with recreational facilities and schools and industrial area. Safety: Sidewalks and bike lanes. Livability: Encourages biking and walking to rec facilities and schools. Concern regarding lack of storm water treatment consideration. Equity Environmental Justice: Area income is middle income or below. Economic Vitality. Land Use: Near light industry zoned area.	1.3	\$8,257,177

Project Number in Notebook	Project Name	Project Sponsor	Enhance It Funds Requested	Project Summary	Steering Committee Benefits Discussion	Steering Committee Ranking*	Running Total
13	OR 47 @ Main Street (Carlton)	City of Carlton/ ODOT Region 2	\$1,220,000	The project will provide bike/pedestrian facilities for improved access throughout the city of Carlton, an improved intersection at Main and Yamhill and a pedestrian crossing at Monroe Street on Hwy. 47. It will also provide new roadway surface and sub-grade along OR 47, which is Main Street in Carlton. The city will replace significant sub-surface utilities including high pressure water mains and sanitary sewer. The existing pavement cross section is very poor with inadequate sub-grade, very thin and weak concrete overlaid by thin asphalt. When the sub-grade utilities are replaced, this project will rebuild the highway for a two-block section (N. Yamhill to Pine Street) at the same time.	ROW issues. Economic vitality: Benefits tourism/connectivity. In some degree, this project satisfies all of the benefit areas. Funding and Finance: Multiple funding sources/leverages funds. Equity. Livability. Safety: Adds sidewalks and bike lanes where there area none. Accessibility: Increases access to commercial areas. State-owned Facility. Leverage with Fix-It funds and other city work.	1.3	\$9,477,177
22	Newberg Highway 219 Bike/Pedestrian Project	City of Newberg/ ODOT, Region 2, Area 3	\$1,192,840	The proposed project area is located within a section of State Highway 219 in Newberg between Aldercrest Drive and Foothills Drive and is classified as a minor arterial by the city. Project length is about 4,500 feet. Project improvements would include bike lanes on both sides of the highway the full length of the project area. Also, on the west side of the highway for the full length of the project area, there would be constructed (where none currently exists) a six-foot wide side sidewalk; a planter strip, where feasible; and curbs/gutters. In addition, storm drainage improvements would be installed with water quality enhancements benefitting the Willamette River. City staff estimates that about 6,000 square feet of right-of-way acquisition will be needed for the project.	Continuation of previous project. Environment: Water quality and storm drainage consideration. Promotes alternative mode choices. Accessibility: Part of the Regional Bicycle Master Plan. Access to schools and recreation facilities as well as jobs and transit. Benefits the State System: In spite of current poor access for bikes/peds, this area is heavily used by bikes/peds. This project will have bike lanes on both sides of highway. Land Use. Safety: Safer for bikes/peds. Mobility. Equity. Economic Vitality.	1.3	\$10,670,017
12	OR 22: Greenwood-Doaks Ferry Rd. Development	Polk County/ ODOT	\$5,200,000	The project examines the impacts of replacing the existing highway intersection of OR 22/51 with a grade-separated interchange, environmental documentation, right-of-way acquisition of frontage roads, and construction of associated frontage roads. The project will complete an EA for the interchange development and access control along OR 22 from Rickreall Road through the unincorporated community of Eola.	Safety: This project fixes the safety issues in this area. Finance and Funding: Leverages other funds. Benefits the State system: Reduces conflict points. Economic vitality: Benefits the freight system. Construction phase to cost more than \$25 million. Mobility.	1.3	\$15,870,017
10	Minto Brown Bike/Ped Bridge (Salem)	Urban Renewal Agency of the City of Salem/City of Salem-Public Works	\$1,581,815	The Minto Island Pedestrian and Bicycle Bridge (Minto Bridge) will span the Willamette Slough 300 feet connecting Downtown Salem's Riverfront Park with Minto Island and the planned Minto Trail and Connecting Corridor in Minto Brown Island Park (Minto Park) in South Salem. These and other existing connections across the Willamette River will link more than 20 miles of off-street trails and 1100 acres of parks between south Salem, Downtown, and West Salem.	Funding and Finance: Significant overmatch (80%). Last \$ in. Safety: Helps to keep bikes off of River Road. Equity: Impacts a huge number of people. Accessibility: Major link in miles of trails and parks. Connectivity. Livability: Major support from the community. Access to jobs and recreation and events. Economic Vitality: Encourages tourism and events such as marathons. Environmental stewardship. Part of scenic Willamette Valley Bikeway.	1.5	\$17,451,832
15**	OR 99E: D St.-N Ct. (Hubbard) Center Turn Lane and Crosswalk at A St. Intersection	City of Hubbard/ Oregon Department of Transportation (ODOT)	\$1,735,378	Addition of a high-visibility crosswalk and flashing beacon at the intersection of OR 99E and "A" Street and center-turn lane on Pacific Hwy. 99E between "D" Street and the north city limits.	Discussion that this project may be on ODOT's Fix-it List. Not sure what would not be included if it gets Fix-It funds. High ADT at certain times of the day. Safety: Have to cross to reach parks and services. Top 10% accident site currently. Benefits the State Facility. Economic Vitality: Links to jobs. Equity.	1.7	\$19,187,210
1	Bents Rd. at Ehlen Rd.: Realignment and Intersection Improvements	Marion County	\$1,950,000	The project realigns Bents Road approximately 800' west of its current location and restricts movements at the existing Bents Road connection to Ehlen Road to right in only. The improvements associated with this project include: realignment of Bents Road utilizing a curvilinear design to promote accessibility in the area; installing a traffic signal at the newly created intersection; adding left-turn lanes on the north, west, and east legs; treatments at the existing intersection of Bents Road and Ehlen Road to enhance safety and mobility at the intersection as well as the adjacent interchange with I-5; and adding interconnect capability for coordination with a potential future signalization project at the Ehlen Road Interchange at I-5. This project satisfies nearly all application benefit categories.	Benefits the State System: Gets rid of conflicts/next to the state system. (I-5 ramps) Finance and Funding: High match. Safety: Reduce crashes and the severity of crashes. Accessibility: Would benefit bikes by moving them away from trucks. Mobility: Better freight movements. Economic Vitality: Would promote economic development/zoned.	1.7	\$21,137,210

Project Number in Notebook	Project Name	Project Sponsor	Enhance It Funds Requested	Project Summary	Steering Committee Benefits Discussion	Steering Committee Ranking*	Running Total
3	SAMTD Fixed Route Bus Replacement	Salem Area Mass Transit District	\$2,400,000	<p>Salem Area Mass Transit District (SAMTD) is a local municipality operating buses within the urban growth boundary of Salem and Keizer, Oregon. The fixed-route system which serves a population of approximately 200,000 is known as "Cherriots."</p> <p>Funding sources for the District's operating expenses include a local property tax, fare box revenue, federal funds, and state in-lieu-of payroll tax funds. The District's general fund operating budget is approximately \$25,600,000 annually.</p> <p>The Enhance It grant will be used to purchase replacement 35- and 40- foot low floor, heavy duty, compressed natural gas (CNG) fixed route transit buses. The current fleet, including 34 CNG buses, will begin a replacement cycle in 2014 with 24 buses reaching the end of useful life.</p>	<p>Environment: Keeps the fleet modern and energy efficient. CNG. Mobility: SAMTD's number one priority. Equity: Serves all of the population but especially transportation disadvantaged. Safety. Land Use. Environmental. Mobility. Reduce maintenance costs.</p>	1.7	\$23,537,210
19	Nursery Avenue (Hwy. 153) Improvements Phase 2	City of Amity	\$1,166,600	<p>The proposed enhancements would widen the existing 22-foot wide roadway to accommodate bicycle traffic and relocate and restrict the existing residential parking through the use of bulb-outs to facilitate pedestrian traffic as well as construct sidewalks on both sides of the roadway. The project would also provide streetscape enhancements such as benches, lights, and trash receptacles; reconstruct the storm system, as necessary, to accommodate the widened roadway; and reconstruct property owner improvements affected by the proposed work. In addition, the city will upgrade some waterlines, as required. The project is a critical component of the Downtown Redevelopment Plan and is the eastern gateway to the City of Amity.</p>	<p>Safety: Lighting. Economic Vitality: Promote tourism. Accessibility: Links schools, commercial areas, recreation facilities, and residential areas. Funding and Finance: Variety of funding sources. Environment: Add storm water facilities. Supports land use.</p>	1.8	\$24,703,810
9	Main Street Improvements Phase 2	City of Dallas	\$873,000	<p>The Main Street Improvement project is the second phase of an improvement to the streetscape and transportation system in Dallas' Central Business District. It implements a pedestrian friendly design including traffic-calming and multi-modal features. Low-Impact Development standards are featured to not only enhance the area for the people using it but to promote an environmentally friendly design. The design aspects of this project have already been implemented on two side streets in the Central Business District and a project for the two blocks directly south along Main Street is scheduled for completion within the next fiscal year.</p>	<p>Accessibility: Connects to transit. Pedestrian friendly. Environment: Rain gardens/encourage use of alternate modes such as walking. Economic Vitality: Strong. Use local businesses/strong support from local businesses. Promote downtown events/activities. Safety: Narrow travel lanes/reduce speed. Add bike lanes and widen sidewalks. Livability. Supports land use in the CBD.</p>	2.0	\$25,576,810
18	Lafayette East End Gateway	City of Lafayette	\$785,300	<p>Complete the city's East-End Gateway project identified in the Downtown Streetscape Plan and TSP by constructing curbs, installing sidewalks connecting the east end to the downtown core, installing street trees, and illumination in addition to other pedestrian amenities. Rechanneling the roadway to improve pedestrian visibility and crossing safety as well as shortening crossing points by constructing bulb-outs. Create defined parking areas and signing to create a gateway into the City of Lafayette.</p>	<p>Accessibility: Increases connectivity. Safety: Gets people off the shoulders and onto sidewalks. Livability. Economic Vitality: Provides mobility from one end to the business district. Environment: Reduces impervious surface. Benefit to State-owned Facility.</p>	2.0	\$26,362,110
2	Yamhill County Capital Improvement Project-Bus Purchase	Yamhill County	\$942,165	<p>Yamhill County will purchase three (3) category a-1, transit buses. These buses will be used to replace aging vehicles in our fleet. Replacing vehicles that have exceeded their useful life standards increases fuel economy and reduces maintenance costs. We continue to see an increase in our ridership and as a result are experiencing capacity issues. These three larger buses will help to alleviate some of those capacity issues.</p>	<p>Funding and Finance: Operating and maintenance funding is stable. Project is scalable. Environment: Current fleet means less breakdowns/maintenance issues/better energy efficiency which is better for the environment. Mobility. Equity: Accessible to everyone, especially the transportation disadvantaged. Economic Vitality. Livability.</p>	2.0	\$27,304,275

Project Number in Notebook	Project Name	Project Sponsor	Enhance It Funds Requested	Project Summary	Steering Committee Benefits Discussion	Steering Committee Ranking*	Running Total
8	Lancaster Dr. NE at Winema Pl. NE: Multimodal Intersection Improvements	Marion County Public Works	\$600,000	The project is located at Lancaster Drive/Winema Place intersection northeast Salem and will provide critical access and safety improvements on a prominent principal arterial corridor in the unincorporated area of Salem. The proposed project consists of the design and construction of a traffic signal at Lancaster Drive/Winema Place intersection, interconnected with the Salem Central Traffic Operations. The project will increase pedestrian and vehicular safety, reduce unnecessary vehicle delays, and allow and encourage expansion of Chemeketa Community College (CCC) Campus and associated businesses. The intersection experiences high levels of pedestrian activity which, combined with high traffic volumes, contributes to significant vehicle and pedestrian conflicts and delays.	Accessibility: There is an alternate Bicycle/Pedestrian route. Mobility: Benefits transit. This is Cherriot's highest rider route. Safety: Signage would be coordinated. Equity: Concerns regarding the project design. Questions about whether this project would be done by developer of area. Private Road.	2.2	\$27,904,275
17	Brooklake Rd.: Pueblo Ave.-OR 99E, Pedestrian and Bicycle Improvements	Marion County Public Works	\$585,000	Brooks is a growing unincorporated community of approximately 400 people. It has several commercial, industrial, educational, and residential areas but generally lacks sidewalk and bike lanes on key routes. Brooklake Road is an arterial with 9000 vehicles per day, connecting I-5 to OR 99E. It is a key freight route connection between Salem and Woodburn. There are a high percentage of large trucks that pose safety concerns for bicyclists and pedestrians. There are sidewalks along all but 185' on the south side. There is a shoulder of varying width to accommodate bikes and sidewalks and curb and gutter with gaps on the north side. This project will complete the pedestrian and bicycle facilities on both sides of Brooklake Road on the most densely developed section between OR 99E and Pueblo Ave.	Finance and Funding: Larger match than most. Possible Enhancement funding. Equity. Accessibility. Safety.	2.2	\$28,489,275
23	Rickreall Creek Trail System Phase 5	City of Dallas	\$278,000	Construction of a section of the Rickreall Creek Trail System, including 2700 feet of 10-foot-wide concrete trail. Along the trail, there will be the installation of trail fixtures such as benches and signage. A portion of the sidewalk will go around the perimeter of the Central Bark Dog Park and will be used to connect the neighborhood to the RCTS.	Safety: Bike facilities off road. Accessibility: Connectivity to parks/recreation/downtown. Livability. Land Use. Connectivity.	2.3	\$28,767,275
16	Hwy. 99E Sidewalks and Bike lanes	City of Aurora/ Oregon Department of Transportation	\$805,000	Aurora is a National Historic District with tourism industry that attracts persons from throughout the state and abroad. Visitors come to shop for antiques and participate in events related to the historic districts and antiquing events. Highway 99E divides the district with a very busy highway which lacks sidewalks in many of the retail areas. The proposed improvements would be continuation of a previous ODOT award that installed sidewalks and bike lanes from Main Street to Bob's Avenue along 99E. The project is a high safety priority for ODOT and would encourage continued economic and retail activity in the city.	Finance and Funding: Continuation of previous ODOT/federal funding. Mobility: Links with buses and ped facilities. Economic Vitality: Enhances tourism. Accessibility: Access to Historic District. Concerns about storm water system. Safety: Sidewalks only on one side. Access to mobile home park. Livability. Economic Vitality.	2.3	\$29,572,275
20	OR 214/99E Intersection Local Street Conflict Elimination - Woodburn	City of Woodburn	\$1,102,815	Project would include elimination of local street conflicts at the intersection of OR 214/99E. The current intersection of George Street at OR 214 would be closed to through traffic and restricted to pedestrian, bicycle, and emergency vehicle access only. The intersection of Birds Eye at OR 214 would be eliminated. George Street be extended to the east to meet a new street intersecting OR 214 east of the OR 214/99E intersection. Vicinity local streets would be improved to provide proper connectivity. Project would include engineering, right-of-way acquisition, surveying, construction of utilities, streets, sidewalks, street lighting, striping, and signage.	Safety: Heavy on safety. Gets rid of an intersection too close to the intersection of two state highways. Equity: Poor section of town. Accessibility: Regional connectivity as well as local connectivity improved. There is no connection for bikes and pedestrians on 99E. Economic Vitality: Improved freight movement. Benefits to State System: Gets rid of intersection too close to state highways intersection. Mobility: Improved pedestrian mobility. Land Use: Part of Highway 99E Corridor Plan.	2.3	\$30,675,090

Project Number in Notebook	Project Name	Project Sponsor	Enhance It Funds Requested	Project Summary	Steering Committee Benefits Discussion	Steering Committee Ranking*	Running Total
24	Rideshare Outreach Support Project, SAMTD	Salem Area Mass Transit District	\$50,000	<p>The first section of this project is for Employee Transportation Coordinator (ETC) Training and Web Portal development. An effective way for an employer to increase employees' awareness of travel options is by their designating an Employee Transportation Coordinator within their organization. The duties are often in addition to regularly assigned, so it is important that we provide them with tools to make their job easier.</p> <p>The second section is an Employee Outreach Challenge. This will be a commuter challenge targeting work sites and commuters in Polk, Marion, and Yamhill Counties. Utilizing the Drive Less Connect ride matching tool, we want to enhance our metric gathering ability and track not only new and existing users but also track carpools/vanpools formed and mode shift.</p>	Economic vitality: Access to jobs. Leverages other funding to maintain program at current levels. Equity. Mobility. Environmental Stewardship.	2.5	\$30,725,090
26	Yamhelas Westsider Trail with Rail (UPRR: Hagg Lake to McMinnville)	Yamhill County	\$2,153,520	<p>The project includes the acquisition of an abandoned Union Pacific Railroad right-of-way from Hagg Lake to OR 99W near McMinnville. The 17-mile long railway corridor is located in the heart of scenic Oregon Wine Country and provides linkages between 4 cities, 2 counties, and several regionally significant recreation sites. The acquisition would preserve the railway in one single public ownership and addresses multiple transportation needs including pedestrian, bicycling, and future rail service. In addition to financial support committed by Yamhill County, the project is supported by a grass-roots coalition of stakeholders, known as the Friends of Yamhelas Westsider Trail, who are actively working toward the acquisition and development of a trail within the old railway line.</p>	Economic Vitality: Opportunities for economic development and potential tourism. ROW issues/need to preserve ROW. Concern about what the ultimate goal is for this area. Concern that rails and trails don't mix. Project is scalable. Time sensitive. Livability: Increase the livability of the area. Mobility. Safety.	2.7	\$32,878,610
25	Silver Falls North Canyon Safety and Access Enhancements	Oregon Parks and Recreation	\$3,169,850	<p>The Silver Falls North Canyon project addresses safety issues along the Oregon Silver Falls Tour Route, OR 214, through Silver Falls State Park. Project activities include widening the highway to provide turn lanes into a Tour Route day-use/rest area, expanding off-highway parking at two locations, increasing universal access at third parking area, and decommissioning a fourth parking area in a high-risk location. The project will also expand ADA-compliant parking and add amenities to the Silver Falls Tour Route including a restroom facility, picnic site, and ADA-compliant walkways.</p>	Economic Vitality: promotes tourism. 750,000 people annually. Finance and funding: What other types are available? This type of project used to be funded under Scenic Routes. Benefits State Facility. Equity: ADA improvements. Safety. Phasing opportunities.	3.0	\$36,048,460
6***	High Risk Rural Safety Corridor Analysis	Marion County Public Works	\$570,000	<p>The project consists of a comprehensive corridor safety analysis to identify and address issues on the following collector corridors: Howell Prairie Road, Boones Ferry Road, Vitae Springs Road, Abiqua Road, and Parrish Gap Road. We propose to upgrade signing to meet new MUTCD standards, upgrade materials to high-intensity sheeting, upgrade street name signs, evaluate directional signing perform curve assessments, and evaluate fixed object obstructions and guardrail needs. We propose to make fixes for low cost needs and identify and prioritize remaining needs.</p>	Finance and Funding: May qualify for state Fix-It funding or safety funds. Equity: Rural populations. Concerned about non-specific fixes.	3.0	\$36,618,460
7	Integrated Transit ITS Project, SAMTD	Salem Area Mass Transit District	\$1,500,000	<p>The Enhance It Grant Project will upgrade Salem Area Mass Transit District's current patchwork of intelligent Transportation System (ITS) technology and provide an integrated system for all SAMTD transit services including urban fixed route, ADA, and rural service. The project will fill technology gaps replacing long outmoded components that are no longer supported by the manufacturer ensuring that components of the technology can communicate with each other, and ensuring technology consistency across the fleet.</p>	Safety: GPS system. Equity: ADA requirement to announce transfer points. Mobility. Long-term benefits.	3.0	\$38,118,460

* Steering Committee Ranking: Projects with the same numeric value were ranked by the Steering Committee as being equal, and their order of presentation is random.

** Related Fix-It Project Possibility

*** Project could be a Fix-It or Safety funded project.

Urban Project Needs Summary by City

City	Total Project costs on County Facilities within UGB	Comments
Aumsville	\$9,804,000	
Aurora	\$3,630,000	
Detroit	\$0	No County Roads
Donald	\$300,000	
Gates		
Gervais	\$1,245,000	
Hubbard	\$170,000	
Idanha	\$0	No County Roads
Jefferson	\$710,000	
Keizer	\$0	No County Roads
Mill City		
Mt Angel	\$435,000	
Salem	\$126,931,000	Does not include Cordon/Hwy22 interchange
Scotts Mills		Need bridge replacement cost
Silverton	\$8,975,000	
St Paul		
Stayton	\$7,500,000	
Sublimity	\$1,000,000	
Turner	\$3,242,000	
Woodburn	\$24,000,000	includes some facilities outside UGB
Total	\$187,942,000	

For Budget purposes an additional \$35 million for urban projects outside of Salem in Salem UGB was included
 For a total of approximately \$205 million in Urban capital funding needs

A list of what projects are included can be found for individual cities at:

G:\Engineering\Transportation\Transportation Planning\Urban Plan\Urban Project List Notebook.xls

Urban Project Needs Summary by City

cluded

Urban Project Needs Woodburn

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
Crosby Road upgrade	Crosby Road	Upgrade to minor arterial standards	upgrade	\$20,860,000		2004	County	Includes area outside UGB
Total Project Cost				\$20,860,000		2004		
Inflated Cost to 2011	Using 12% Seattle Cost Index			\$24,000,000		2011		

Sublimity

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
Starr Rd/Center Street Improvements	Intersection of Starr Rd & Center St	Signalize and add turn lanes	signal	\$1,000,000		2007	County	TSP
W Starr St	NW Johnson St to N Center St	Sidewalks south side	BP	\$30,000		2010	County	SRTS
Various	Various	Replace/install ADA ramps 6 locations	BP	\$3,000		2010	County	SRTS
Berry St SE	Ne Cherry St to 525 Berry St	Sidewalks west side	BP	\$60,000		2010	County	SRTS
E Church St	SE Pine St	SS20 Flashers	BP	\$30,000		2010	County	SRTS
S Center St	Main St	SS20 Flashers	BP	\$30,000		2010	County	SRTS
E Starr St	NE Pine St to Berry St	Sidewalks both sides	BP	N/A		2010	County	SRTS
E Starr St	N Center St to NE Pine St	Sidewalk segments both sides	BP	N/A		2010	County	SRTS
S Center St	658 S Center St to 514 S Center St	Sidewalks east side	BP	N/A		2010	County	SRTS
E Church St	S Center St to SE Pine St	Sidewalks both sides	BP	N/A		2010	County	SRTS
Berry St SE	E Starr St to Cherry St	Sidewalks west side	BP	N/A		2010	County	SRTS
W Starr St	West city limits to 356 NW Starr St	Sidewalks south side	BP	N/A		2010	County	SRTS
N Center St	North city limits to Starr St	Sidewalk segments both sides	BP	N/A		2010	County	SRTS
Total Project Cost				\$1,153,000			County	
Inflated Cost	Using 5%/yr							

Stayton

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
Cascade Hwy/Hwy 22 Interchange	Cascade Hwy and Hwy 22	Construct interchange at Cascade Hwy, widen Hwy 22	Interchange				ODOT	Done
Golf Club Road Improvements	Golf Club Road from Shaff Road to Hwy 22	Widen to 5 lanes w/ sidewalks. Signalize Golf Club/Shaff/Wilco intersection	Capacity Signal/Reconstruct	\$4,000,000		2004	County	
Roundabouts	Washington St to Santiam St	Construct Washington St to Santiam St Corridor roundabouts	Capacity Corridor Improvements	\$1,100,000		2004	County	
Golf Club Road/Hwy 22 Improvements	Golf Club Road at Hwy 22 EB Ramps	Signalize and install EB right turn lane	Capacity Signal	\$250,000		2004	County	
Golf Club/Mill Creek Rd Signal	Golf Club Road at Mill Creek Rd	Signalize intersection	Capacity Signal	\$175,000		2004	County	
Washington St/Ida St/Wilco Road Roundabout	Washington St/Ida St/ Wilco Road Intersection	Install Roundabout	Capacity Intersection	\$850,000		2004	County/City	
Sidewalks on Santiam St	Santiam St between Highland Dr and CL	Install sidewalks both sides, intermittent sections	Pedestrian	\$80,000		2004	County	
Sidewalks on Shaff Rd	Shaff Rd E of Douglas St	Install sidewalks north side of Shaff Rd east of Douglas St	Pedestrian	\$28,500		2004	County	
Inflated Cost	Using 5%/yr			\$7,500,000		2007		
Stayton Elementary Safe Routes to School								
Shaff Rd NE	Gardner Av to 1195 Wyatt Av	Sidewalks south side		\$30,000		2010	MC	SRTS
E Washington St	210 E Washington St frontage	Sidewalks south side		\$10,000		2010	MC	SRTS
E Washington St	776 N 5th Av frontage	Sidewalks south side		\$12,500		2010	MC	SRTS
N 1st St	W Locust St	SS20 Flashers		\$30,000		2010	MC	SRTS
E Washington St	N 3rd Av	SS20 Flashers		\$30,000		2010	MC	SRTS
E Washington St	470 E Washington St frontage	Sidewalks south side				2010	MC	SRTS
Fern Ridge Rd SE	Cascade Hwy to N 3rd Av	Sidewalks north side				2010	Stayton	SRTS
Fern Ridge Rd SE	Dawn Dr to Kent Ct	Sidewalks south side				2010	MC	SRTS
E Washington St/6th/Jefferson/10th	N 1st St to east UGB	Evaluate bike lanes on both sides				2010	MC	SRTS
N 10th Av	E Jefferson St to E Santiam St	Sidewalks east side				2010	MC	SRTS
Shaff Rd NE	Stayton Middle School to Cascade Hwy	Sidewalks north side				2010	MC	SRTS
Fern Ridge Rd SE	975 Fern Ridge Rd to 1501 Fern Ridge Rd	Sidewalks north side				2010	MC	SRTS
E Santiam St	N 10th Av to east city limits	Sidewalks both sides				2010	MC	SRTS
E Jefferson St	N 6th Av	Evaluate crosswalks on city legs				2010	Stayton	SRTS
Total Project Cost				\$7,612,500				

St Paul

Project	Location	Project Description	Project Type	Cost	Cost (City)	Estimate Year	Jurisdiction
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St Paul

Notes

Silverton

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
C St Reconstruction	C St from 1st to Westfield St	1950' Reconstruction	Reconstruction	\$635,000		2000	County	
W. Main St Reconstruction	W. Main St from Westfield to Petit Lane	W. Main St reconstruction	Reconstruction	\$1,880,000		2000	County	
Eureka Av Reconstruction	Eureka Ave from W. Main St to Edison Road	5200' reconstruction	Reconstruction	\$1,440,000		2000	County	
Westfield St Reconstruction	Westfield St from McClaine to W Main	2450' reconstruction	Reconstruction	\$880,000		2000	County	
Steelhammer Rd Reconstruction	Steelhammer Road	Steelhammer Rd reconstruction	Reconstruction	\$320,000		2000	County	
Cascade Hwy/Westfield St Channelization	Cascade Hwy/ Westfield intersection	Channelize Cascade Hwy/Westfield St intersection	Intersection improvement	\$350,000		2000	County	
Hobart Road/Hwy 214 Channelization	Hobart Rd/Hwy 214	Channelize Hobart Rd/Hwy 214 intersection	Intersection improvement	\$100,000		2000	County	
Total Project Cost				\$5,605,000		2000	County	
Inflated Cost	Using 5%/yr			\$7,900,000		2007		
Projects on Roads that don't affect County Facilities from the TSP							City/ODOT	TSP
Total Projects	See TSP Pages				\$10,850,000			
Projects on Roads that affect County Facilities from the TSP Action Plan								
1st/Hobart signal	1st/Hobart	Install Signal	Intersection Improvement		\$250,000	2008	ODOT/County	TSP
C/McClaine RTL	C St/McClaine	Construct RTL	Intersection Improvement		\$420,000	2008	City/County	TSP
James/C Hwy 213	James/C St	Restrict NB and SB left turns	Intersection Improvement	Minimal	none	2008	City/County	TSP
/Steelhammer LTL	Hwy 213/Steelhammer	Construct LTL w/ median	Intersection Improvement		\$250,000	2008	ODOT/County	TSP
Pioneer/Monitor Roundabout	Pioneer Dr/ Evans Valley Rd	Construct Roundabout	Intersection Improvement		\$750,000	2008	City/County	TSP
Hwy 213 /Monitor Roundabout	Hwy 213/ Monitor Rd	Construct Roundabout	Intersection Improvement		\$2,300,000	2008	ODOT/County	TSP
Pine Sidewalk infill	Pine St from Grant to CL	Sidewalk Gap infill	BP	\$164,000		2008	County	TSP
C St Sidewalks	C St from McClaine to James	Sidewalks	BP	\$157,000		2008	County	TSP

Silverton

Steelhammer Sidewalks	Steelhammer from Oak to Evans Valley	Sidewalks	BP	\$388,000		2008 County	TSP
Westfield Sidewalks	Westfield from Main to Pine bike lanes	Sidewalks	BP	\$21,000		2008 County	TSP Completed
	Pine St from Grant to CL	Bike lanes	BP	\$345,000			
Reconstruction Projects from TSP				\$7,900,000	\$8,452,000	2008	TSP
Bicycle Projects from TSP					\$1,578,000	2008	TSP
Pededstrian Projects from TSP					\$3,679,000	2008	TSP
Transit Projects from TSP					\$370,000	2008	TSP
Total TSP Action Projects				\$8,975,000	\$24,164,000		TSP

Scotts Mills

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
Covered Bridge	3rd St River Crossing	Replace existing bridge with covered bridge or a pedestrian bridge at old alignment	Bridge					

Salem

Project	Location	Project Description	Project Type	Cost	Estimate Year	Jurisdiction	Comments
Lancaster Dr NE & SE	Along unincorporated sections of Lancaster Dr	Conduct an access management study along unincorporated portion of Lancaster Dr	II Roadway	\$279,000	2007	County	IT
Ward Dr NE	Ward Ct NE to Lancaster Dr NE	Improve to minor arterial standards, including 2 travel lanes and a center turn lane with curbs, gutters, sidewalks and bikelanes, plus intersection improvements	Modernization Roadway	\$1,575,000	2007	County	
Cordon Road SE	at State Street	Construct improvements to the intersection with State S that include turn pockets where appropriate	Capacity Intersection	\$500,000	2007	County	Capacity
Blossom Dr NE	Lilac Lane NE to Portland Road NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$1,000,000	2007	County	
Auburn Road NE*	at Cordon Road NE	Install east and west bound left turn lanes on Auburn Road NE to Cordon Road NE	Capacity Intersection	RTSP	2007	County	\$450,000
Cordon Road NE*	at Indiana Ave NE	Install north bound left turn lane on Cordon Road NE to west bound Indiana Road NE	Safety Intersection	RTSP	2007	County	\$500,000
Cordon Road NE*	at Herrin Ave NE	Install north bound left turn lane on Cordon Road NE to west bound Herrin Road NE	Safety Intersection	RTSP	2007	County	\$500,000
Cordon Road NE*	at Hayesville Drive NE	Install north bound left turn lane on Cordon Road NE to west bound Hayesville Dr NE	Safety Intersection	RTSP	2007	County	\$500,000
Hazelgreen Road NE*	at Cordon Road NE/55th Ave NE	Construct turn lanes on all four legs, include minor intersection realignment, and install signal	Capacity Intersection	RTSP	2007	County	\$900,000
Hollywood Dr NE	at Silverton Road NE	Install north bound left turn pocket on Hollywood Dr NE to west bound Silverton Rd	Capacity Intersection	\$500,000	2007	County	
Ward Dr NE	at Lancaster Dr NE	Add east bound right turn lane on Ward Dr to Lancaster Dr and upgrade signal	Capacity Intersection	\$600,000	2007	County	
45th Ave NE	Silverton Road to Ward Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$2,635,000	2007	County	
Auburn Road NE	Cordon Road NE to Lancaster Drive NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$402,000	2007	County	
Cordon Road SE*	Caplinger Road SE to State St	Improve to Parkway standards, including 4 travel lanes, center turn lane or left turn lanes at selected locations, shared use path	Capacity Roadway	RTSP	2007	County	\$2,480,000
Cordon Road SE*	State St to Center St NE	Improve to Parkway standards, including 4 travel lanes, center turn lane or left turn lanes at selected locations, shared use path	Capacity Roadway	RTSP	2007	County	\$4,600,000
Cordon Road SE*	Center St NE to Sunnyview Rd NE	Improve to Parkway standards, including 4 travel lanes, center turn lane or left turn lanes at selected locations, shared use path	Capacity Roadway	RTSP	2007	County	\$4,600,000
Cordon Road SE*	Sunnyview Rd NE to Silverton Rd NE	Improve to Parkway standards, including 4 travel lanes, center turn lane or left turn lanes at selected locations, shared use path	Capacity Roadway	RTSP	2007	County	\$4,600,000

Salem

Hollywood Dr NE	Silverton Rd NE to city limits	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$1,300,000	2007	County	
Connecticut Ave SE	Pennsylvania Ave Se to Rickey St SE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$640,000	2007	County	
Hayesville Drive NE	Lancaster Dr NE to Cordon Rd NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$4,602,000	2007	County	Includes some roadway within CL
Herrin Rd NE	45th Ave NE to Cordon Rd NE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$2,412,000	2007	County	
Macleay Rd NE	Lancaster Dr SE to Connecticut Av SE	Improve to urban Collector standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes where designated	Modernization Roadway	\$1,625,000	2007	County	
Sunnyview Rd NE	Walker Rd NE to Cordon Rd NE	Improve to Minor arterial standards, including 2 travel lanes and a center turn lane with curbs, gutters, sidewalks and bikelanes, plus left turn lanes at intersections	Modernization Roadway	\$765,000	2007	County	
Croisan Creek Rd S	Kuebler Blvd S to Skyline Rd S/Davis Rd S	Extend Croisan Creek Rd S northward to the intersection of Skyline Road S and Davis Rd S	Modernization Roadway	\$1,312,000	2007	County	Capacity
Greencrest St NE	Auburn Road NE to State St NE	Extend Greencrest St NE south to State St to create a north-south collector connecting Center St NE and State St	Modernization Street Extension	\$2,470,000	2007	County	Capacity
Lancaster Dr NE	Hayesville Dr NE to Silverton Rd NE	Install fiber optic cable and Interconnect signals along Lancaster Dr NE	ITS	\$125,000	2007	County	IT
Lancaster Dr SE	Act 3 Theater to Rickey St SE	Install fiber optic cable and Interconnect signals along Lancaster Dr SE	ITS	\$75,000	2007	County	IT
Silverton Rd NE	Lancaster Dr NE to Cordon Rd NE	Install fiber optic cable and Interconnect signals along Silverton Rd NE	ITS	\$150,000	2007	County	IT
Cordon Road SE	at Santiam Highway OR22	Construct a grade-separated interchange to improve access to the Cordon RoadSE/Kuebler Blvd SE circumferential travel route	Capacity Intersection	RTSP	2007	Salem	Capacity \$20,000,000
River Road S	County sections between Croisan Creek Rd S to UGB	Improve to Minor Arterial standards where topography allows, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn pockets at intersections	Modernization Roadway	\$5,000,000	2007	Salem	Total project \$9,800,000 Estimate Co portion is half
Center St NE	Lancaster Dr NE to Cordon Rd NE	Improve to urban standards, including 2 travel lanes and a center turn lane with curbs, gutters, sidewalks and bike lanes	Capacity Roadway	\$5,051,000	2007	Salem	Added for Budget
State St	Lancaster Dr NE to Cordon Rd NE	Urban upgrade	Capacity Roadway	\$5,000,000	2007	Salem	Added for Budget
Satter Dr NE	45th Ave NE to end	Urban upgrade	Modernization Roadway	\$2,500,000	2007	County	Added for Budget
Sesame St NE	45th Av NE to 48th Ave NE	Urban upgrade	Modernization Roadway	\$2,500,000	2007	County	Added for Budget

Salem

Fisher Rd NE	Ward Dr NE to City Limits	Urban upgrade	Modernization Roadway	\$3,000,000	2007	County	Added for Budget
Brown Rd NE	Silverton Rd NE to city limits	Urban upgrade	Modernization Roadway	\$1,000,000	2007	County	Added for Budget
Monroe Av NE	Lancaster Rd NE to east end	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Monroe Av NE	Lancaster Rd NE to west end	Urban upgrade	Modernization Roadway	\$3,000,000	2007	County	Added for Budget
36th Av NE	Center St NE to Monroe St NE	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Amber St NE	Lancaster Dr NE to City limits	Urban upgrade	Modernization Roadway	\$1,000,000	2007	County	Added for Budget
37th Av SE	Mahrt Av SE to City limits	Urban upgrade	Modernization Roadway	\$1,000,000	2007	County	Added for Budget
Mahrt Av SE	37th Av SE to Lancaster Dr SE	Urban upgrade	Modernization Roadway	\$1,000,000	2007	County	Added for Budget
Mahrt Av SE	Lancaster Dr SE to Connecticut Av SE	Urban upgrade	Modernization Roadway	\$3,000,000	2007	County	Added for Budget
Hudson Av NE	Cul-de-sac to Lancaster DR NE	Urban upgrade	Modernization Roadway	\$250,000	2007	County	Added for Budget
Hudson Av NE	Lancaster Dr NE to Draper St NE	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Elma Av	Munkers St SE to cul-de-sac	Urban upgrade	Modernization Roadway	\$2,500,000	2007	County	Added for Budget
Durbin Av SE	Lancaster Dr SE to Meadowlawn Dr SE	Urban upgrade	Modernization Roadway	\$250,000	2007	County	Added for Budget
Durbin Av SE	Lancaster Dr SE to Connecticut Av SE	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Glenwood Dr SE	Lancaster Dr SE to Connecticut Av SE	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Munkers St SE	Lancaster Dr SE to Munkers Ct SE	Urban upgrade	Modernization Roadway	\$500,000	2007	County	Added for Budget
Munkers St SE	Lancaster Dr SE to Connecticut Av SE	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Hager St SE	Lancaster Dr SE to Connecticut Av SE	Urban upgrade	Modernization Roadway	\$2,500,000	2007	County	Added for Budget
Macleay Rd NE	Pennsylvania Ave SE to Cordon Rd SE	Urban upgrade	Modernization Roadway	\$4,000,000	2007	County	Added for Budget
Viewcrest	River Road S to UGB	Extension	Modernization Roadway	\$7,000,000	2007	County	Added for Budget
Croisan Creek Rd S	Kuebler Blvd S to Heath St S	This project will widen the section of road to a 30-ft cross section which will include shoulders but no curbs, gutters, or sidewalks	Modernization Roadway	\$7,770,000	2007	County	Added for Budget
Skyline Rd S	Salem City limits to UGB	Urban upgrade	Modernization Roadway	\$3,000,000	2007	County	Added for Budget
Liberty Rd S	Holder Lane to South UGB	Improve to an interim 3 lane urban standard, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes	Modernization Roadway	\$1,822,000	2007	County	Added for Budget

Salem

Rees Hill Rd SE	Sunnyside Rd SE to Champion Hill Rd SE	Improve to Collector standards, including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated	Modernization Roadway	\$2,603,000	2007	County	Added for Budget
Sunnyside Rd SE	Pawnee Cr SE to UGB	Improve to Minor Arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters, and sidewalks	Modernization Roadway	\$3,784,000	2007	County	Added for Budget
Gaffin Road SE	Cordon Rd SE to west of Hwy 22 interchange	Provide a 3/4 street improvement on a 1,500 foot segment bordering City-owned property to Minor Arterial standards and provide turnpike improvements to the remaining portion (approx. 3500 feet) of the roadway	Modernization Roadway	\$2,082,000	2007	County	Added for Budget
36th Av SE	Kuebler Blvd SE to Wiltsey Road	Improve to standards	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Wiltsey Rd SE	Battle Creek Rd SE to 36th Av SE	Improve to Collector standards, including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated	Modernization Roadway	\$2,377,000	2007	County	Added for Budget
Battle Creek Rd SE	Salem City limits to UGB	Urban upgrade	Modernization Roadway	\$1,000,000	2007	County	Added for Budget
Boone Rd SE	32nd Av SE to Turner Rd SE	Urban upgrade	Modernization Roadway	\$2,000,000	2007	County	Added for Budget
Middle Grove Dr NE	North of Heathwood St NE	Complete final connection	Modernization Roadway	\$750,000	2007	County	Added for Budget
Elma Av NE	Railroad	Complete connection across old railroad bed	Modernization Roadway	\$250,000	2007	County	Added for Budget
Act III Access Road	Lancaster Rd SE to Serline Way SE	Extension of road to East	Modernization Roadway	\$750,000	2007	County	Added for Budget
Meadowlawn Dr SE	Vicinity of Macleay Rd SE	Complete final connection	Modernization Roadway	\$750,000	2007	County	Added for Budget
Five new traffic signals	Various locations	Install new signals at new locations	Capacity Intersection	\$1,750,000	2007	County	Added for Budget
Signal upgrades	Various locations	Replace existing signals	Modernization Intersection	\$1,000,000	2007	County	Added for Budget
Signal Interconnect	Various locations	Install Fiberoptic cable and Interconnect of signals	Modernization Roadway	\$1,500,000	2007	County	Added for Budget
ADA Signal upgrades	Various locations	Upgrade existing signals to comply with ADA	Modernization Intersection	\$500,000	2007	County	Added for Budget
Sidewalks	Various locations	Complete sidewalk segments not associated with urban upgrades	Bike/ Pedestrian	\$2,000,000	2007	County	Added for Budget
Drainage Issues	Various locations	See Bob Pankratz for Projects	Drainage	\$4,225,000	2007	County	Added for Budget
Total Project Cost				\$126,931,000			
Inflated Cost	Using 5%/yr						

*Projects totalling \$19,130,000 are included in the RTSP and are not included in total project costs for Salem

Karen's Wild Guess for funding option work session

Mt Angel

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
W. Marquam Bike and ped improvements	W. Marquam Street, N Main to Railroad Ave	Bike and pedestrian improvements	Bike and Ped	\$30,000		2003	County	
W. Marquam Bike and ped improvements	W. Marquam Street, Railroad Ave to City Limits	Bike and pedestrian improvements	Bike and Ped	\$90,000		2003	County	
Realignment of Hwy 214/Marquam St	Highway 214/Marquam St Intersection	Realignment					ODOT	
Total County Projects				\$120,000		2003	County	
Inflated Cost Using 5%/yr				\$150,000				
From Safe Routes to School Project								
E Marquam St	Mt Angel Middle and JFK High School frontage	Evaluate crosswalk needs	Bike and Ped	\$5,000		2010	MC	SRTS
E Marquam St	Main St. to 1020 E Marquam St	Sidewalks north side	Bike and Ped	\$300,000		2010	MC	SRTS
E Marquam St	Main St. to 1020 E Marquam St	Bike lanes both sides	Bike and Ped	\$100,000		2010	MC	SRTS
SR 214/N Main St	Marquam St	SS20 Flashers	Bike and Ped		\$30,000	2010	ODOT	SRTS
E Marquam St	Mt Angel Middle and JFK High School frontage	SS20 Flashers	Bike and Ped	\$30,000	\$30,000	2010	MC	SRTS
W Marquam St	Railroad tracks to N Main St	Sidewalk segments and bike lanes both sides	Bike and Ped			2010	Mt Angel	SRTS
SR 214/N Main St	Marquam St to Johns St	Sidewalks west side	Bike and Ped		\$75,000	2010	ODOT	SRTS
SR 214/N Main St	North city limits to south city limits	Bike lanes both sides	Bike and Ped		\$100,000	2010	ODOT	SRTS
E Marquam St	Railroad tracks to west city limits	Sidewalk segments and bike lanes both sides	Bike and Ped	Low priority		2010	MC	SRTS
SR 214	Church St to Garfield St	Sidewalks east side	Bike and Ped		\$125,000	2010	ODOT	SRTS
E Marquam St	Alder St to 1075 E Marquam St	Sidewalks south side	Bike and Ped	Low priority		2010	MC	SRTS
SR 214/N Main St	Industrial Way to 830 N Main	Sidewalks west side	Bike and Ped		\$250,000	2010	ODOT	SRTS
SR 214/N Main St	North city limits to 765 N Main	Sidewalks east side	Bike and Ped		\$200,000	2010	ODOT	SRTS
SR 214	Church St to south city limits	Sidewalks west side	Bike and Ped		\$650,000	2010	ODOT	SRTS
				\$435,000	\$1,460,000			

Mill City

Project	Location	Project Description	Project Type	Cost	Cost (City)	Estimate Year	Jurisdiction
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Notes

Project List

Keizer

Project	Location	Project Description	Project Type	Cost	Cost (City)	Estimate Year	Jurisdiction
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Keizer has no projects on County Roads. See list for all projects proposed in 2009 TSP

Total of Financially unconstrained Projects -- \$24,215,000

Project List

Keizer

Notes

Jefferson

Project	Location	Project Description	Project Type	Cost	Estimate Year	Jurisdiction
Jefferson Hwy/North Street Improvements Sidewalk reconstruction	Jefferson Highway & North Street intersection	Signalization and addition of northbound and westbound right turn lanes	Signal	\$275,000	2001	ODOT
New Sidewalks	Various	Reconstruction Construct Sidewalks	Sidewalk	\$56,500	2001	City
New Sidewalks	Various	Construct Sidewalks	Sidewalk	\$266,600	2001	City
New Sidewalks	Main St from Jefferson Hwy to southeast UGB North Ave from Jefferson Highway to Jefferson-	Construct Sidewalks	Sidewalk	\$440,000	2001	County
New Sidewalks	Marion Rd	Construct Sidewalks	Sidewalk	\$90,000	2001	County
Total County Projects				\$530,000	2001	County
Inflated Cost	Using 5%/yr			\$710,000	2007	

Project	Location	Project Description	Project Type	Cost	Cost (City)	Estimate Year	Jurisdiction
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Notes

URBAN PROJECT LIST

Hubbard

Project	Location	Project Description	Project Type	Cost (County)	Cost (City ODOT)	Estimate Year	Jurisdiction	Notes
From Hubbard TSP								
Roadway Improvement Projects	OR 99E	Total of projects	Roadway		\$3,345,000	2011	City/ODOT	From TSP
Bicycle Improvements	OR 99E	Bike lanes	BP		\$162,000	2011	City/ODOT	TSP
Pedestrian Improvements	See List	Not on County Roads	BP		\$2,070,000	2011	City/ODOT	TSP
J Street	UGB to UGB	Sidewalks	BP	\$170,000	\$170,000	2011	County/City	Assumed half cost is City
TOTAL				\$170,000	\$5,747,000			

URBAN PROJECT LIST

Gervais

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
Sidewalk improvements	First, Ivy		BP	\$505,000	\$505,000	2010	Both*	2010 Bike Ped Application
3rd St NE	Douglas Av to Ivy Av	Sidewalks east side and bike lanes both	BP	\$350,000		2010	County	SRTS
Douglas Av NE	West city limits to east city limits	Convert shoulders to bike lanes	BP	\$50,000		2010	County	SRTS
Douglas Av NE	3rd St to 7th St	Sidewalks and bike lanes both sides	BP	\$250,000		2010	County	SRTS
Douglas Av NE	Sacred Heart School frontage	SS20 Flashers	BP	\$30,000		2010	County	SRTS
Checkerboard St NE	Gervais Middle School	SS20 Flashers	BP	\$30,000		2010	County	SRTS
Douglas Av NE	Gervais Middle School frontage	SS20 Flashers	BP	\$30,000		2010	County	SRTS
3rd St NE/Checkerboard Rd NE	Douglas Av NE to south city limits	Sidewalks and bike lanes both sides	BP	Not available		2010	County	SRTS
Douglas Av NE	West city limits to 7th St	Sidewalks and bike lanes both sides	BP	Not available		2010	County	SRTS
Ivy Av NE	West city limits to 3rd St	Sidewalks and bike lanes both sides	BP	Not available		2010	County	SRTS
Douglas Av NE	School frontage to OR 99E	Sidewalks and bike lanes both sides	BP	Not available		2010	County	SRTS

TOTAL

\$1,245,000

* Cost per jurisdiction not determined

Gates

Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
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Donald

Location	Project Description	Project Type	Cost (County)	Cost (City/ODOT)	Estimate Year
Construct Bicycle lanes and sidewalks on Butteville Road	Butteville Road near Main Street within city limits	Construct Bicycle lanes and sidewalks on Butteville Road	Bike/Ped	\$300,000	2007

Total Projects

\$300,000

Donald

Jurisdiction	Notes
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County, City

Project List

Detroit

Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
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No Projects on County Roads. See list for all projects proposed in Detroit from 2009 TSP

Priority Alternative Projects total \$2,885,000

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Project List

Aurora

Location	Project Description	Project Type	Cost (County)	Cost (City/ODOT)	Estimate Year	Jurisdiction	Notes
Short Term							
OR 99E Main to Bob's	Add sidewalks, bike lanes, parking	Urban Upgrade		\$ 400,000	2009 TSP	ODOT	
Ehlen/Airport Int	Add SB LTL and WB RTL	Capacity/Safety	\$ 150,000		2009 TSP	County	
Ehlen Rd: Airport to OR 99E	Phase 1 Multi-use path	BP	\$ 116,000		2009 TSP	County	
Airport Rd: City limits to Ehlen Rd	Phase 1 Construct protected shoulders	BP	\$ 292,000		2009 TSP	County	
Airport Rd and Kasel Ct/Albers Way	Covered bus stop	Transit	\$ 6,000		2009 TSP	County	
OR 99E/Ottaway	Turn lanes and pedestrian improvements	Safety/BP		\$ 311,000	2009 TSP	ODOT	
Ottaway/Liberty	Improve sight distance	Safety		\$ 46,000	2009 TSP	City	
OR 99E at Ottaway and Liberty	Bus Stop enhancements	Transit		\$ 13,000	2009 TSP	City	
Main St: Bob's to Ottaway	Sidewalks and Sharrows	BP		\$ 425,000	2009 TSP	City	
Medium Term							
Airport Rd: City limits to Ehlen Rd	Phase 2: Improve to arterial standards	Urban Upgrade	\$ 425,000		2009 TSP	County	half developer
Ottaway: OR99E to Liberty	Complete sidewalks	BP		\$ 263,000	2009 TSP	City	
Liberty St	Traffic Calming	Safety		\$ 137,000	2009 TSP	City	
Long Term							
Ehlen Rd: Airport to OR 99E	Phase 2: Improve to principal arterial standard	Urban Upgrade	\$ 426,000		2009 TSP		half developer
OR 99E/Liberty	Add 2nd EB LTL and receiving lane, channelize SB RTL	Capacity/Safety		\$ 611,000	2009 TSP	ODOT	
OR 99E/Bob's	Add SB LTL	Capacity/Safety		\$ 142,000	2009 TSP	ODOT	
OR 99E: Bob's to Ottaway	Bike lanes and sidewalks	BP		\$ 856,000	2009 TSP	ODOT	

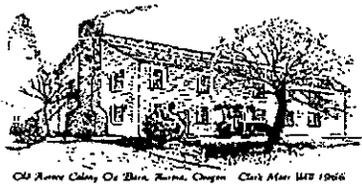
Project List

Aurora

Development Dependent							
Ehlen/Airport Int	Install signal and EB LTL	Capacity/ Safety	\$ 379,000		2009 TSP	County	
Ehlen Rd: Airport to OR 99E	Phase 2: Improve to principal arterial standard		\$ 426,000		2009 TSP	County	half developer
Airport Rd: City limits to Ehlen Rd	Phase 2: Improve to minor arterial standard	Urban Upgrade	\$ 511,000		2009 TSP	County	half developer
OR99E/Ottaway Int	Install signal	Capacity/ Safety		\$ 326,000	2009 TSP	ODOT	
Ehlen Rd: UGB to Airport Rd	Improve to principal arterial standard	Urban Upgrade	\$ 899,000		2009 TSP	County	
OR99E: Ottaway to south UGB	Add bike lanes and sidewalks	Urban Upgrade		\$ 1,322,000	2009 TSP	ODOT	
New Collector Roads	Various locations	New			2009 TSP	City	
Total			\$3,630,000	\$ 4,852,000			

Project	Location	Project Description	Project Type	Cost (County)	Cost (City)	Estimate Year	Jurisdiction	Notes
Completed								
3rd/Main	3rd St and Main St	Pedestrian crossing w/ramps	Ped	\$18,000		2010 TSP	County	Completed 2011
Short Term								
Pedestrian Path	Del Mar to 11th	Multi-use Path	BP		\$30,000	2010 TSP	Aumsville	
Pedestrian Path	Carmel to Windemere	Multi-use Path	BP		\$15,000	2010 TSP	Aumsville	
1st St	Willamette to Gordon	Multi-use Path on east side of 1st St, east of ditch, using church ROW	BP	\$35,000		2010 TSP	County	
1st/Willamette	1st St/Willamette Int	SB LTL as interim	Capacity/ Safety	\$273,000		2010 TSP	County	Does not include ROW or RR
11th St	Approaching Olney St sb	School warning flashers	BP	\$25,000		2010 TSP	County	
UGB Buildout						2010 TSP		
OR22 @ Shaw Hwy	EB Ramps	Install signal, add SB LTL, dual WB LTL, widen 1st St 600' south for 2 thru lanes each direction	Capacity/ Safety	\$1,600,000		2010 TSP	County/ODOT	Does not include ROW
1st/Del Mar	1st St/Del Mar int	Install signal, widen to add 2nd NB and SB thru lanes, LTL for all, WB RTL, improve RR Xing, gates and interconnect	Capacity/ Safety	\$3,500,000 Partial developer construction		2010 TSP	County	Does not include ROW
East Del Mar Extension	1st St to Bishop	Construct new 3-lane urban street	New		Developer Constructed	2010 TSP	Aumsville	Does not include ROW
1st/Willamette	1st St/Willamette Int	Install SB LTL, widen to two-lanes each direction, bike lanes and sidewalks Install RR crossing gates, relocate local St on west side	Urban Upgrade Capacity Safety	\$2,300,000		2010 TSP	County	Does not include ROW
1st/Main	1st/Main int	Signalize, sidewalks, bike lanes add RR gates interconnect	Urban Upgrade Capacity Safety	\$1,800,000		2010 TSP	County	Does not include ROW
8th/Main	8th/Main int	Widen SW corner radius for large vehicles	Safety	\$24,000		2010 TSP	County	Does not include ROW
11th/Olney	11th/Olney int	Signalize	Capacity/ Safety	\$650,000		2010 TSP	County	Does not include ROW
Willamette	Eastern Terminus to Puma	Complete street connection	New		Developer Constructed	2010 TSP	County	Does not include ROW
14th St	Olney to Cleveland	Construct urban street with bike lanes and sidewalks	New		Developer Constructed	2010 TSP	County	Does not include ROW
Del Mar Dr	14th to 11th	Construct urban street with bike lanes and sidewalks	New		Developer Constructed	2010 TSP	County	Does not include ROW
Cleveland St	14th to 11th	Construct urban street with bike lanes and sidewalks	New		Developer Constructed	2010 TSP	County	Does not include ROW

Main/Mill Creek	Park entrance to 11th	Install bike lanes	Aumsville BP	\$117,000		2010 TSP	County	Does not include ROW
Main St	11th to 3rd	Complete sidewalk gaps on south side of street	BP	\$480,000		2010 TSP	County	Does not include ROW
Main/Mill Creek	1st to Bishop	Complete sidewalk gap, add bike lanes on north side and shoulder on south side	BP	\$420,000		2010 TSP	County	Does not include ROW
Bishop Rd	Mill Creek Rd to future park	Multi-use path	BP	\$163,000		2010 TSP	County	Does not include ROW
11th St	Olney to Main	Bike lanes	BP	\$408,000		2010 TSP	County	Does not include ROW
11th St	South of Olney	Complete sidewalk on west side	BP	\$198,000		2010 TSP	County	Does not include ROW
11th St	Main St to Hazel St	Complete sidewalks	BP	\$289,000		2010 TSP	County	Does not include ROW
Del Mar Dr	10th to 11th	Multi-use path connection	BP		\$40,000	2010 TSP	County	Does not include ROW
Cleveland St	11th to 1st	Complete sidewalks	BP		\$240,000	2010 TSP	County	Does not include ROW
5th St	Cleveland to Main	Complete sidewalks	BP		\$90,000	2010 TSP	County	Does not include ROW
Willamette	Eastern Terminus to Puma	Multi-use path connection	BP		\$40,000	2010 TSP	County	Does not include ROW
Carmel to Windemere		Multi-use path connection	BP		\$30,000	2010 TSP	County	Does not include ROW
1st to York		Multi-use path connection	BP		\$30,000	2010 TSP	County	Does not include ROW
Mill Creek Trail	11th to 1st	Investigate feasibility of trail	BP		NA	2010 TSP	County	Does not include ROW
Plus UGB Exp								
OR22 @ Shaw Hwy	WB ramps	Add NB LTL	Capacity/ Safety	\$300,000		2010 TSP	County/ODOT	Does not include ROW
OR22 @ Shaw Hwy	EB ramps	Signalize, widen, add lanes	Capacity/ Safety	\$3,400,000 partial developer		2010 TSP	County	Does not include ROW
1st/Cleveland	1st/Cleveland int	Signalize, add NB LTL	Capacity/ Safety	\$590,000		2010 TSP	County	Does not include ROW
1st/Church	1st/Church int	Restrict to right-in, right-out	Safety	\$12,000		2010 TSP	County	Does not include ROW
11th/Olney	11th/Olney	Add NB and SB LTL	Capacity/ Safety	\$120,000		2010 TSP	County	Does not include ROW
Misc new streets					Developer Constructed	2010 TSP	County	Does not include ROW
Total Projects				\$9,804,000	\$515,000			



City of Aurora

FOUNDED 1856
"National Historic Site"

Public Works department

City Council Public Works Activity Report January 2013

Waste Water

Routine operation maintenance. Plant has and will continue not to violate permit. Plant is discharging to the river. See attached report from Otis.

Water

Routine operation and maintenance. Water filtration system is working with out problems. Booster station motor replacement, due to failed bearings. Ehlen RD water main replacement is live and will be connected to Airport RD 8" on Feb. 8th. Water will be off for 7 hours to complete, new hydrants will be turned towards street for dept. use. One last connection west up Ehlen RD. 2" pex for 4 services in old steel casing at later date.

Streets

Routine operation and maintenance. Will begin street light on Albers Way mid February.

Parks

Routine maintenance and operation. Will begin tree coring around play equipment towards end of Feb. Play equipment has been fenced off for liability issues. Quotes for repairs are here and will move forward ASAP.

Administration

Public Works scheduling and planning for staff.
Capitol improvement planning for entire city.
Budget planning 2013-2014

Overtime has been suspended until emergency call out happens.
Respectfully: Bob Southard

February 7, 2013

Wastewater Treatment Plant Update:

In the month of January:

Operated and maintained the treatment plant to meet all standards set forth in the NPDES permit along with the added requirements of the Consent Decree with the Willamette River Keepers.

Influent flow for the month of January was 1.8 million gallons.

Effluent flow for the month of December was 2.9 million gallons.

The removal percentage for both BOD(biochemical oxygen demand) and TSS(total suspended solids) averaged in the high 90's.

On- going grease removal from lift station #2. Replaced both contactor/mag starters in lift station #2.

These were damaged when there was a phase loss and the pumps kept running. We are planning on installing phase protection on all lift stations.

Pulled and replaced pump #2 with backup pump at lift station #2. Seal failure alarm. Pump is in the shop, seals are being replaced.

Portland Engineering was on site to evaluate the control programming of the water and wastewater systems. They made an offer to take over as Industrial Systems replacement.

I am seeking the council's approval of declaring the surface aerators, and lift station compressors as surplus.

Year end reports completed and sent to DEQ.

In talks with the City of Salem, possibly receiving our waste sludge.

General housekeeping and landscape maintenance.

Otis Phillips

Wastewater Operator

City of Aurora

Work Cell 503-519-6426

Plant Phone 503-678-1035

Phillips@ci.aurora.or.us

ORDINANCE NUMBER 469

AN ORDINANCE PROVIDING FOR AN AMENDMENT TO THE CITY OF AURORA COMPREHENSIVE PLAN OF THAT CERTAIN PROPERTY OWNED BY ANTHONY AND GAYLE FIDANZO, WHICH IS WITHIN THE CITY'S URBAN GROWTH BOUNDARY AND ABUTS THE CORPORATE CITY LIMITS

WHEREAS, the City of Aurora received an application for a Comprehensive Plan Map Amendment (File No. CPMA-12-01) to amend portions of the Comprehensive Plan Flood Hazard (FH) designation based upon updated Federal Emergency Management Agency (FEMA) information; and

WHEREAS, the applicant submitted data supporting revisions to the most current floodplain data based upon a Letter of Map Amendment (LOMA) from FEMA; and

WHEREAS, the LOMA provides a revised 100-year floodplain designation for the subject property;

WHEREAS, the Aurora Planning Commission held a public hearing on the proposed Comprehensive Plan Map Amendment on November 6, 2012, and the City Council held a public hearing on the proposed Comprehensive Plan Map Amendment on December 11, 2012 to consider the application;

WHEREAS, the respective Staff Reports, Final Findings and Order and the public hearing minutes from both meetings, which include the findings supporting these proposals are on file with the City and hereby incorporated by this reference; and

NOW, THEREFORE, THE CITY OF AURORA ORDAINS AS FOLLOWS:

Section 1. The City hereby adopts Exhibit A (LOMA, legal description, and map) attached hereto and incorporated by this reference, as the official boundary amendment for the Comprehensive Plan Map related to the subject property;

Section 2. Adoption of Plan Update. Based on the findings of the staff reports; and the testimony received at the public hearings on November 6, 2012 and December 11, 2012; and

Section 3. The City of Aurora Comprehensive Plan Map and all exhibits attached hereto are incorporated herein and shall be known as the "Aurora Comprehensive Plan Map 2013".

Section 4. Effective Plan. This Ordinance being the final decision on the referenced application and shall be in full force and effect upon the thirtieth day after its passage by the Council and approval by the Mayor.

Section 5. The "City of Aurora Comprehensive Update" as amended by copy of this Ordinance shall be filed with the Marion County Surveyor and Assessor.

INTRODUCED by the Aurora City Council for a first reading by title only and for posting on the regularly scheduled January 8, 2013 City Council meeting at Aurora City Council Chambers.

PASSED and adopted by the City Council of the City of Aurora after its second reading by title only on this 12th day of February 2013, by the following votes:

AYES: _____ NAYS: _____

Approved by the Mayor on this 12th day of February, 2013.

Greg Taylor, Mayor
Attest:

Kelly Richardson, City Recorder

PROPOSAL / AGREEMENT FOR CONSULTING ARBORIST SERVICES

FOR A

TREE HEALTH AND HAZARD ASSESSMENT/ARBORIST REPORT

CITY OF AURORA

AURORA, OREGON

Prepared for: Bob Southard, Public Works Superintendent
City of Aurora
21420 Main Street, NE
Aurora, OR 97002
503-678-1283

Prepared by: David D. Hunter, Certified Arborist, LLC
3406 NW Thatcher Road
PO Box 324
Forest Grove, Oregon 97116-0324
CCB # 189453
Metro License # 10648
Cell: 503-319-0380
ddhunterarborist@aol.com
www.davidhunterarborist.com

Date: January 15, 2013

Copy to:

INTRODUCTION

General Information and Project Description

City of Aurora, Oregon ('client') requests a proposal from David D. Hunter, Certified Arborist, LLC ('Consulting Arborist') for consulting arborist services for the City Park along Main Street NE in Aurora, Oregon.

SCOPE OF SERVICES

1. Prepare and write a before, during and after tree assessment for health and hazard assessments for City of Aurora Parks.
 - i) **Before:** Document tree survey of tag trees for proper identification (this document is already done, but will be used for numbering trees and placement), and inspect trees for tree health and safety. Write up initial report for Park Commission City of Aurora for tree health assessment and hazard report for city park commission to be able to utilize to make tree risk management decisions. Inspection will look at health of trees, visual aspects of any hazards or concerns about trees, hammer testing for soundness of trees being inspected for hollowness, hazard assessment for area usage and targets both in and on edge of park area within reach of trees being inspected. Write report of findings and make recommendations of actions based upon the inspection findings. Present report to the City of Aurora Parks Commission to have a verbal and visual aid to what was found, and a site visit of park property is recommended as part of the report with the City of Aurora to clarify what I put in writing as a hands on visual and verbal aid.
 - ii) **During:** Be available, with reasonable notice, to be on site to help handle questions/ problems relating to tree site issues. Write plans for individual trees on an as-needed basis as the project progresses. Present to Parks Commission City of Aurora documents of my findings and a report for possible actions to be taken.
 - iii) **After:** As in written tree assessment action plan, be available on an as needed basis to Parks Commission, Public Works, and planners to aid in understanding potential tree removal(s) and replacement plan(s).

SCHEDULE, PERSONNEL, AND ORGANIZATION

Personnel on Project

Key Personnel responsible for execution of the Scope of Services, and who will be committed to the project includes:

David D. Hunter
ASCA Registered Consulting Arborist # 408
ISA Certified Arborist # PN 1068A
PNW ISA Certified Tree Risk Assessor # 0150
Professional Forester

Organization

Arborist Disclosure Statement, Assumptions and Limiting Conditions, references and resume are available upon request.

PROJECT FEES / EXPENSES

Project Fees

Item # 1: This project has some unknowns about what needs to be done until the site has been visited and clarification is completed on the trees. For billing charges please see Additional Services. Not to Exceed: \$ 11,500.00.

Billing Schedule

Itemized invoices for services rendered and expenses incurred will be submitted once every two weeks.

Additional Services

If, during the course of this project, the Client / Property Owner / or City determines it necessary to cause the Consulting Arborist to perform services other than those defined in this proposal, payment for such services shall be at a rate of \$ 125.00 per hour, plus applicable expenses. Reimbursable expenses including, but without limitation to: document (e.g. prints, maps), preparation, film / developing, travel, postage / deliveries, and equipment are billed on a cost-incurred basis, and are included in the proposal above. Mileage accrued in the course of this project will be billed at 65 cents per mile, portal to portal.

Additional services will not be rendered without prior written authorization from the Client.

ACCEPTANCE AND AGREEMENT

Schedule of Terms

All accounts are due in full within 10 days of the original statement date. A late payment charge will be added to all past due balances(s) using a simple periodic rate of 1.5% per month on the previous balance, which is an annual percentage rate of 18%.

Other Parties and Documents

This agreement is not transferable to a third party by either signatory without the consent of the other principal party. Documents and specifications as instruments of service may not be used for additions to this project or to other projects without the written consent of the Consulting Arborist and the Consulting Arborist will not be held liable in any way for the unauthorized use of said documents.

Abandonment of Improvement

If the client feels it necessary to abandon the project, the Consulting Arborist shall be compensated for all work completed under the Scope of Services according to the schedule for payments designated under Project Fees/ Expenses. Scheduled items not completed but upon which work has been performed shall be paid for on the basis of estimated extent of completion.

Termination

This Agreement may be terminated by either party, with or without cause, upon ten (10) days written notice. In the event of termination, the Consulting Arborist shall be compensated for all services performed and direct expenses incurred to the termination date. The Client shall be provided with copies of all work completed to the termination date. This agreement shall, unless previously terminated by written notice, be terminated by the final payment for completed services.

Attorney Fees

If this contract is placed in the hands of an attorney for collection upon default, the Client promises and agrees to pay the Arborist's reasonable attorney fees and collection costs, even though no civil action is filed hereon. In the event a civil action is instituted to enforce or interpret any of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party such sums as the court may deem reasonable at the trail of such action, or any appeal thereof. Such sums shall be in addition to all other sums otherwise recoverable by law as costs and disbursements.

Signatories

In witness whereof, the parties hereto have executed this Agreement as of the _____ day of _____, 2013.

By: _____
Client – City of Aurora, Oregon

By: _____
David D. Hunter, Certified Arborist, LLC

**EXHIBIT A
CITY OF AURORA SCHEDULE OF FEES/DEPOSITS
FOR PLANNING & ZONING APPLICATIONS**

The following estimated user fees are hereby imposed as a fee/deposit against the actual cost for processing land development applications and related permits. The "user fee" philosophy underlying these charges is designed to eliminate the amount of general fund monies used to process land development applications and permits, by charging the entire cost of the City providing that service directly to the person utilizing or receiving the benefit of the service. In this way, existing property tax revenues are not used to subsidize the processing of new land development applications.

Where the term "actual costs" is used, these costs include, but are not limited to, services rendered by the city planning consultant, city engineer consultant and city attorney, as well as all City administrative costs for communicating and meeting with the applicant/property owner and others, public notices, agency referral notices, staff reports, notices of decision, development agreements, correspondence, postage, photocopying, supplies, financial accounting and city clerical work.

If the actual costs exceed the deposit, the City reserves the right to request an additional deposit from the applicant/owner and the City will send an invoice for the additional charges to the applicant. The City shall not issue final approvals for land development and/or issue building permits, until all land development and other fees, including any additional charges are paid. If the applicant chooses to withdraw the application before preliminary approval has been issued by the City, then any unused deposit fees shall be refunded to the applicant upon the City's receipt of the applicant's written withdrawal and request for refund.

NO APPLICATION SHALL BE REVIEWED OR ACCEPTED FOR PROCESSING TO DETERMINE ITS COMPLETENESS UNTIL ALL FEES/DEPOSITS ARE PAID. Please note that additional land development and building permit fees/deposits may be required by the City, Aurora Rural Fire District, Marion County or State of Oregon.

This schedule of fees/deposits is effective June 17, 2004 pursuant to City Resolution No. 462, and is applicable to the following land development applications and related permits. The costs for application processing shall be based on the actual costs to the City of such processing and shall be based on the following hourly rates:

City Planning Consultant	\$85.00/hr.	City Public Works	\$40.00/hr.
City Planner/Paralegal.....	\$65.00/hr.	City Recorder.....	\$30.00/hr.
City Engineering	\$80.00/hr.	City Clerk	\$30.00/hr.
Consultant Clerical.....	\$35.00/hr.	City Attorney	\$130.00/hr.

PLEASE NOTE: The following fees/deposits marked with an asterisk (*) require that public hearing notices be published in the Canby Herald, which additional cost of publication shall be charged to the applicant.

FEE DESCRIPTION

1. **PRE-APPLICATION CONFERENCE**..... Actual Costs \$600.00 deposit
2. **QUASI-JUDICIAL MAP AND TEXT AMENDMENTS**
 - a. Comprehensive Plan Amendment..... Actual Costs-\$3,000.00 deposit*
 - b. Zoning & Development Ordinance Amendment Actual Costs-\$3,000.00 deposit*
3. **CITY ANNEXATIONS**..... Actual Costs-\$1,500.00*
4. **SITE DEVELOPMENT REVIEW**
 - a. Residential Zones (R-1, R-2)
 - 1) Manufactured Home Parks Actual Costs-\$3,000.00 deposit*
 - 2) Other development other than single family
 - a) Project Value -0- to \$49,999..... Actual Costs-\$500.00 deposit
 - b) Project Value \$50,000 to \$99,999..... Actual Costs-\$1,000.00 deposit
 - c) Project Value \$100,000 to \$499,999..... Actual Costs-\$1,500.00 deposit
 - d) Project Value \$500,000 and over..... Actual Costs-\$2,000.00 deposit
 - b. Commercial Zone (C) and Industrial Zone (I)
 - 1) Project Value -0- to \$49,999 Actual Costs-\$500.00 deposit
 - 2) Project Value \$50,000 to \$99,999 Actual Costs-\$1,000.00 deposit
 - a) Project Value \$100,000 to \$499,999..... Actual Costs-\$1,500.00 deposit
 - b) Project Value \$500,000 and over..... Actual Costs-\$2,000.00 deposit

- 5. LAND DIVISIONS
 - a. Subdivisions - Tentative and Final Plats..... Actual Costs-\$3,000.00+\$50.00/lot deposit*
 - b. Partitions-Tentative & Final Map Review Actual Costs-\$1,000.00 deposit*

- 6. CONDITIONAL USE PERMITS
 - a. All Zones Actual Costs-\$800.00 deposit*
 - b. Minor Alterations of Conditional Use Permits Actual Costs-\$400.00 deposit
 - c. Home Occupations..... Actual Costs-\$ 250.00 deposit
(\$75.00 deposit for Type I home occupations that are **not** referred to consultants)

- 7. VARIANCES
 - a. Minor Variance from dimensional and setback standards, etc..... Actual Costs-\$300.00 deposit*
 - b. Major Variance from public facilities standards Actual Costs-\$1,000.00 deposit*

- 8. HISTORIC OVERLAY DISTRICT PERMITS
 - a. Certificate of Appropriateness (New Construction/Major Renovations)... Actual Costs-\$350.00 deposit*
 - b. Certificate of Appropriateness (all others)..... Actual Costs- See HRB fee schedule
 - c. Demolition Permit..... Actual Costs-\$350.00 deposit*

- 9. NON-CONFORMING USE OR STRUCTURE (also may require Site Design Review Approval)
 - a. Reinstatement, Enlargement or Alteration of Use Actual Costs-\$350.00 deposit*
 - b. Alteration or Expansion of Structure
 - 1) Residential Zone (R-1 and R-2) Actual Costs-\$350.00 deposit*
 - 2) Commercial Zone (C)..... Actual Costs-\$500.00 deposit*
 - 3) Industrial Zone (I) Actual Costs-\$500.00 deposit*

- 10. TEMPORARY USES OR STRUCTURES
 - a. Temporary Uses/Structures (Planning Director approval)..... Actual Costs \$100.00 deposit
 - b. Temporary Uses/Structures (Planning Commission approval) Actual Costs \$250.00 deposit

- 11. LOT LINE ADJUSTMENTS Actual Costs-\$400.00 deposit

- 12. APPEALS
 - a. From Administrative Decision or HRB Decision
 - 1) Hearing Required Actual Costs-\$800.00 deposit*
 - 2) No Hearing Required..... Actual Costs-\$600.00 deposit
 - b. From Planning Commission Decision Actual Costs-\$800.00 deposit*

- 13. TRANSCRIPTS FROM APPEAL HEARINGS..... By Ordinance, actual costs

- 14. STREET VACATION AND/OR DEDICATION Actual Costs-\$500.00 deposit

- 15. INFRASTRUCTURE AND RIGHT-OF-WAY PERMITS
 - a. Right-of-way Permit Review Actual Costs\$200.00 deposit + bond and insurance
 - b. Infrastructure Permits (Sewer, Water, Street and Storm improvements, includes City Engineer and Public works review..... Actual Costs \$500.00 deposit + bond and insurance
 - c. Access Permit ApplicationActual costs \$250.00 deposit

- 16. ACCESSORY DWELLINGS
 - a. Administrative Decision Actual Costs \$400.00 deposit
 - b. As Limited Land Use Decision Actual Costs \$500.00 deposit
 - c. As Quasi-judicial Decisions with HRB approval Actual Costs \$800.00 deposit

- 17. SIGN PERMITS
 - a. Permanent Signs in All Zones..... \$60.00
 - b. Certificate of Appropriateness for Signs in Historic District \$25.00

18. FENCE PERMITS
- a. Fence Permit (over 6 feet tall)\$30.00
 - b. Replacement Fence Permit (over 6 feet tall).....\$20.00
 - c. Fence Permit Variance (over 6 feet tall).....\$50.00
19. ZONING & DEVELOPMENT ORDINANCES INTERPRETATION.....Actual Costs-\$500.00 deposit
20. ALL APPLICABLE CURRENT SYSTEM DEVELOPMENT CHARGES AS ADOPTED BY ORDINANCE OR RESOLUTION ARE HEREBY INCORPORATED HEREIN BY THIS REFERENCE. A SCHEDULE OF ALL BUILDING PERMIT AND OTHER APPLICABLE DEVELOPMENT FEES CAN BE OBTAINED BY CONTACTING THE CITY RECORDER AT CITY HALL AT 503-678-1283
21. Proposed addition for interpretation of zoning, uses of land, ect : proposed from Planning is first 15 minutes of phone conversation city paid, anything over that and research needed fill out application and pay 125.00 anything over 2 hours applicant noticed of possible billing.

18. FENCE PERMITS

a. Fence Permit	\$25.00
b. Replacement Fence Permit	\$15.00
c. Fence Permit Variance.....	\$50.00

19. ZONING & DEVELOPMENT ORDINANCE INTERPRETATION..... Actual Costs-\$400.00 deposit

20. ALL APPLICABLE CURRENT SYSTEM DEVELOPMENT CHARGES AS ADOPTED BY ORDINANCE OR RESOLUTION ARE HEREBY INCORPORATED HEREIN BY THIS REFERENCE. A SCHEDULE OF ALL BUILDING PERMIT AND OTHER APPLICABLE DEVELOPMENT FEES CAN BE OBTAINED BY CONTACTING THE CITY RECORDER AT CITY HALL AT 503-678-1283.

Title 17

HISTORIC PRESERVATION

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Chapter 17.04

GENERAL PROVISIONS

Sections:

- 17.04.010 Short title.**
- 17.04.020 Purpose.**
- 17.04.030 Adoption of ~~guidelines~~Guidelines.**
- 17.04.040 Adoption of Inventory.**
- 17.04.050 Applicability.**
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- 17.04.~~060~~070 Interpretation.**
- ~~17.04.070~~ Fees.**
- 17.04.080 Fees.**
- 17.04.090 Enforcement.**

17.04.010 Short title.

This title shall be known as the "Historic Preservation Ordinance of the City of Aurora" and shall be referred to herein as "this title." (Ord. 416 § 8.10.010, 2002)

17.04.020 Purpose.

~~It is the general~~ purpose of this title to provide the principal means for the preservation of the buildings and sites and the visual character of the historic Aurora Colony. This title ~~is designed to~~ regulates the design of buildings and structures within the historic commercial and residential overlays defined in Title 16 of the Aurora Municipal Code.

This title promotes preservation and restoration of existing structures and construction of new structures with consideration of Aurora's unique heritage and recognizes the role of historic preservation in protecting and enhancing real property values, and safeguarding and enhancing the livability and appearance of the city. (Ord. ~~416 § 8.10.020, 2002~~)

17.04.030 Adoption of ~~guidelines~~Guidelines.

The Aurora Design Guidelines for Historic District Properties are incorporated as Appendix A ~~set out in the Appendix~~ to this code. These guidelines ~~are provide a wealth of useful information which supports historic preservation in Aurora, and all applicants shall be instructed to review the guidelines upon their first contact with the basicity. The guidelines do not include standards or criteria for reviewing applications under this title or other titles of the Municipal Code. (Ord. 4~~ set out in the Appendix to this code. These guidelines provide a wealth of useful information which supports historic preservation in Aurora, and all applicants shall be instructed to review the guidelines upon their first contact with the basicity. The guidelines do not include standards or criteria for reviewing applications under this title or other titles of the Municipal Code. (Ord. 4 § _____, 20__)

17.04.040 Adoption of Inventory.

The Inventory [need formal name], herein referred to as "Inventory" is incorporated as Appendix B to this code. The Inventory is the primary reference for a certificate of appropriateness structures and sites within the historic district, and all applicants shall be instructed to review the Inventory for information about their property upon their first contact with the city. The Inventory does not include standards or criteria for applications under this title or other titles of the Municipal Code. (Ord. 4 § , 20) ~~(Ord. 416 § 8.10.030, 2002)~~

Comment [s1]: Check to make sure that the appendix B can be updated by resolution only by HRB and would not require Council action every time it needs to be updated

17.04.04050 Applicability.

A. Except as ~~otherwise specifically provided by this title~~ described in Subsection B immediately below, all exterior changes to a building or site within the historic commercial overlay and the historic residential overlay must be approved under this title. It is unlawful for any person to erect, ~~demolish, remove,~~ establish, construct, move into, externally alter, enlarge, use, or cause to be used, any building, structure, improvement or ~~(demolish or remove)~~ use of premises located in the historic commercial or historic residential overlays in a manner contrary to the provisions of this title.

B. The only exterior changes not subject to the requirement for approval under this title are:

1. Exterior painting, reroofing and general repairs when the new materials match those already in use; and
2. Landscaping ~~work including shrubbery, annual plantings and general maintenance. The not exceeding \$2500 in cost (however the~~ removal of trees greater than twenty-four (24) inches in diameter requires approval~~);~~
3. Exterior painting with colors previously approved by the city.
4. Installation of black roof shingles.

(Ord. ~~416 § 8.10.040, 2002~~)

17.04.05060 Pre-existing approvals Approvals.

All development applications approved more than two years prior to the adoption of the ordinance codified in this title shall be considered void, unless the ~~historic review board~~ Historic Review Board determines that the conditions of approval are substantially completed. All development applications approved less than two years prior to the adoption of said ordinance may occur according to such approvals. All development applications received by the city after the adoption of said ordinance shall be subject to review for conformance with the standards under this title or as otherwise provided by state law. (Ord. 416 § 8.10.060, 2002)

17.04.06070 Interpretation.

A. An interpretation is a decision which is made under land use standards that require an exercise of policy or legal judgment. By definition, an interpretation does not include approving or denying a building permit issued under clear and objective land use standards.

B. Each development and use application and other procedure initiated under this title shall be consistent with the adopted comprehensive plan of the city as implemented by this title and applicable state and federal laws and regulations. All provisions of this title shall be construed in conformity with the adopted comprehensive plan.

C. Where the conditions imposed by any provision of this title are less restrictive than comparable conditions imposed by any other provision of this title or of any other ordinance, or resolution, the most restrictive or that imposing the higher standard shall govern.

D. The ~~H~~historic ~~R~~review ~~B~~board shall have the initial authority and responsibility to interpret all terms, provisions and requirements of this title. All requests for interpretations shall be in writing and on forms provided by the ~~city recorder~~City Recorder. Upon receipt of such a request, the ~~historic review board~~Historic Review Board shall schedule the interpretation as a consideration item at the next regularly scheduled meeting unless a special meeting is requested pursuant to Section ~~17.12~~17.16.040.

If the person making the request disagrees with the ~~historic review board~~Historic Review Board's interpretation, they may appeal it to the ~~city council~~City Council. The ~~council~~Council will hear the appeal as a consideration item at the next month's regularly scheduled meeting. The decision of the ~~council~~Council shall be conclusive upon the parties.

E. The ~~city recorder~~City Recorder shall keep a written record of all interpretations and shall make the record available for review on written request.

F. The ~~city council~~City Council may exempt special events from the provisions of this title. A special event is an activity lasting a total of seven contiguous calendar days or less in a one-year period and approved by the ~~city council~~City Council. (Ord. 416 § 8.10.070, 2002)

17.04.070080 Fees.

To defray expenses incurred in connection with the processing of applications, the city may charge fees as established by resolution of the ~~council~~Council. The filing of an application shall not be considered complete, nor shall action be taken to process it until the required fee has been paid. (Ord. 416 § 8.10.080, 2002)

17.04.080090 Enforcement.

Enforcement of this title shall be as codified in Chapter 16.82 of the Aurora Municipal Code. (Ord. 416 § 8.10.090, 2002)

Comment [r2]: Does this meet the land use standards these are subject to? Is notice on the agenda sufficient? For example. 16.02.050E regarding quasi judicial and legislative processing?

Chapter ~~17.08~~17.08

DEFINITIONS

Sections:

~~17.08~~17.08.010 Meaning of words generally.

~~17.08~~17.08.020 Meaning of common words.

~~17.08~~17.08.030 Meaning of specific words and terms.

~~17.08~~17.08.010 Meaning of words generally.

All of the terms used in this title have their commonly accepted, dictionary meaning unless they are specifically defined in this chapter or definition appears in the Oregon Revised Statute, or the context in which they are used clearly indicates to the contrary. (Ord. 416 § 8.40.010, 2002)

~~17.08~~17.08.020 Meaning of common words.

- A. All words used in the present tense include the future tense.
- B. All words used in the plural include the singular, and all words used in the singular include the plural unless the context clearly indicates to the contrary.
- C. All words used in the masculine gender include the feminine gender.
- D. The word "building" includes the word "structure."
- E. The phrase "used for" includes the phrases "arranged for," "designed for," "intended for," "maintained for" and "occupied for."
- F. The words "land" and "property" are used interchangeably unless the context clearly indicates to the contrary.
- ~~G. The term "this title" shall be deemed to include the text, the accompanying Aurora Design Guidelines for Historic District Properties and all amendments made hereafter to either.~~
- ~~GH.~~ The word "shall" is mandatory and the word "may" is permissive.
- ~~I. Where the word "must" or "shall" is used in the Aurora Design Guidelines for Historic District Properties (Appendix A), the guideline in question must be met if it is applicable to the application in order for the historic review board to issue a certificate of approval.~~
- ~~J. Where the word "should" is used in the Aurora Design Guidelines for Historic District Properties (Appendix A), the guideline is strongly recommended.~~
- ~~K. Where the word "encouraged" is used in the Aurora Design Guidelines for Historic District Properties (Appendix A), the applicant is urged to consider complying with the guideline, but is not required to do so to receive approval.~~ (Ord. 419 § 20D, 2002; Ord. 416 § 8.40.020, 2002)

~~17.08~~17.08.030 Meaning of specific words and terms.

The meaning of all specific words and terms, except as specifically defined in this title, shall be as defined in Aurora Municipal Code Title 16.

"Adaptive use" means the process of converting a building to a new use that is different from that which its design reflects. For example, converting a residential structure to offices is adaptive use. Good adaptive use projects retain the historic character while accommodating the new functions.

"Booth" means an open-air structure typically consisting of partial walls, counter and roof and which is portable, either as a whole or in parts.

"Canopy" means a protective exterior cover consisting of a roof, typically made of cloth, plastic or other materials that may be self-supported or using the support of another structure. Canopies may contain partial walls.

"Colony structure" means a structure built during the Aurora Colony period, from 1856 to 1866.

"Contributing structure" means a structure built before 1921.

"Finish material" includes siding, trim, masonry and color of the exterior walls.

"Masonry" means natural stone, imitation stone, brick, concrete masonry units, blocks, and similar materials.

"Noncontributing structure" means a structure built in ~~1921~~ 1921 or later.

"Preservation" means the maintenance and repair of existing historic materials, and the conscious retention of the property's form as it has evolved over time. This method of treatment focuses on maintenance and repair of historic materials and features, rather than extensive replacement and new construction. New exterior additions are not part of this treatment. Sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make a property function is appropriate.

"Rehabilitation" means there is a need to alter or add to an historic property to meet continuing or changing uses while retaining the property's historical, cultural, or architectural values. This method of treatment is used when repair and replacement of deteriorated features is necessary; when alterations and additions to the property are planned for a new or continued use; when depiction of a particular period is not appropriate.

"Remodeling" means to remake or to make over the design image of a building. The appearance is changed by removing original detail and by adding new features that are out of character with the original. A "stylistic" change is often involved. A remodeling project is inappropriate on an historic building in Aurora, because it would involve altering its historic character.

"Renovation" means to improve by repair, to revive. In renovation, the usefulness and appearance of the building is enhanced. The basic character and significant details are respected and preserved, but some sympathetic alterations may also occur. Alterations that are made are generally reversible, should future owners wish to restore the building to its original design.

"Restoration" means to reproduce the appearance of a building exactly as it looked at a particular moment in time; to reproduce a pure style, either interior or exterior. This process may include the removal of later work that deviates from the original style or the replacement of missing historic features. Use a restoration approach for missing details or features of an historic building

when the features are determined to be particularly significant to the character of the structure and when the original configuration is accurately documented.

"Tent" means a protective exterior cover consisting of roof and walls typically made of cloth, plastic or other flexible material and having a supporting structure. (Ord. ____ § ____, 2012)

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Chapter 17.12

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USE REGULATIONS

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Sections:

17.12.010 Permitted Uses in the Historic Residential Overlay

17.12.020 Conditional Uses in the Historic Residential Overlay

17.12.030 Permitted Uses in the Historic Commercial Overlay

17.12.040 Conditional Uses in the Historic Commercial Overlay

17.12.010 Permitted Uses in the Historic Residential Overlay

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In the historic residential overlay, only the following uses and their accessory uses are permitted outright:

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- A. Registered child care facility or certified group child care home defined by ORS 657A;
- B. Home occupation (Type I) subject to Chapter 16.46;
- C. Residential care home;
- D. Single-family detached residential dwelling;
- E. Public support facilities;
- F. Accessory dwelling units in the rear or side yard subject to Chapter 16.54;
- G. Accessory structures in the rear or side yard. (Ord. § , 201)

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17.12.020 Conditional Uses in the Historic Residential Overlay

The following uses and their accessory uses may be permitted in the historic residential overlay, subject to other relevant sections of this title and any conditions imposed by the Planning Commission:

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- A. Church, provided that all building setbacks shall be a minimum of thirty (30) feet from any property line;
- B. Home occupation (Type II) subject to Chapter 16.46;
- C. Minor impact utilities;
- D. Schools limited to pre-kindergarten through eighth grade, provided that all building setbacks shall be a minimum of thirty (30) feet from any property line;
- E. Museum;
- F. Bed and breakfast establishments. (Ord. § , 201)

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17.12.030 Permitted Uses in the Historic Commercial Overlay

In the Historic Commercial Overlay, activities shall be conducted within an enclosed structure or building and are subject to Chapter 16.58. Only the following uses and their accessory uses are permitted outright:

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- A. Auditorium, exhibit hall, community building, club, lodge hall, fraternal organization or church;
- B. Bed and breakfast inn, hotel or motel;
- C. Bicycle sales or repair;
- D. Community recreation facilities;
- E. Cultural exhibits and library services;
- F. Day care facility licensed by state;
- G. Dwelling units located on the second floor of the commercial structure;
- H. Eating and drinking establishments;
- I. Financial, insurance and real estate offices;
- J. General retail and convenience sales, except adult bookstores;
- K. Medical or dental services including labs;
- L. Parking structure or lot;
- M. Professional and administrative offices;
- N. Public safety and support facilities;
- O. Public transportation passenger terminal or taxi stand;
- P. Repair services for household and personal items, excluding motorized vehicles;
- Q. Sales, grooming and veterinary offices or animal hospitals without outside pens or noise beyond property line;
- R. Schools;
- S. Single-family residence, provided it is an accessory use and cannot be sold separately;
- T. Studios, including art, photography, dance, and music;
- U. Vehicle fuel sales. (Ord. § _____, 201)

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17.12.040 Conditional Uses in the Historic Commercial Overlay

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The following uses and their accessory uses may be permitted when in accordance with the requirements of Chapter 16.60, subject to other relevant sections of this title and any conditions imposed by the Planning Commission:

- A. Home occupations (Type II) subject to Chapter 16.46;
- B. Retail or wholesale business with not more than fifty (50) percent of the floor area used for the manufacturing, processing or compounding of products in a manner which is clearly incidental to the primary business conducted on the premises. (Ord. § _____, 201)

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~~HISTORIC REVIEW BOARD~~HISTORIC REVIEW BOARD

Sections:

- ~~17.12~~17.16.010 Authority.
- ~~17.12~~17.16.020 Responsibilities.
- ~~17.12~~17.16.030 Membership.
- ~~17.12~~17.16.040 Meetings.

~~17.12~~17.16.010 Authority.

The ~~historic review board~~Historic Review Board shall have the authority to approve or deny, in whole or in part, development applications and/or building permits, which include new construction or exterior modifications to cultural resources throughout the city or new construction or exterior modifications located on properties within the historic commercial overlay and the historic residential overlay. All standards and criteria for applications and permits are included in this title.

The ~~historic review board~~Historic Review Board shall not be authorized to limit or regulate where growth and land development takes place or control the interior space of a building design. (Ord. 416 § 8.20.010, 2002)

~~17.12~~17.16.020 Responsibilities.

A. The ~~historic review board~~Historic Review Board shall maintain an inventory of cultural resources, including those within the historic commercial overlay, the historic residential overlay and within the city’s urban growth boundary.

B. With the assistance of the State Historic Preservation Office, the ~~historic review board~~Historic Review Board shall draft and recommend to the ~~council~~Council for adoption the prescriptive standards to be used by the ~~historic review board~~Historic Review Board in reviewing applications for certificates of appropriateness to construct any structure, alter the exterior of any existing structure or any activity that visually impacts properties identified in the Aurora comprehensive plan as a cultural resource or located within the historic commercial overlay and the historic residential overlay district.

C. The ~~historic review board~~Historic Review Board shall be responsible for participation in, promoting and conducting public informational, educational and interpretive programs pertaining to local resources.

D. The ~~historic review board~~Historic Review Board may review and comment upon potential conflicts of land use, housing, redevelopment, municipal improvements, and other types of planning and programs undertaken by any agency of the city, county or state as these relate to the cultural resources of the community.

E. The ~~historic review board~~Historic Review Board shall perform other functions as may be designated by the ~~city council~~City Council. (Ord. 416 § 8.20.020, 2002)

17.1217.16.030 Membership.

A. Persons who want to be considered for appointment shall submit a written letter of interest to the ~~mayor~~Mayor. The ~~historic review board~~Historic Review Board shall consist of five unpaid members who are nominated by the ~~mayor~~Mayor and appointed by ~~city council~~City Council. Members may include persons residing within or outside the boundaries of the historic commercial or historic residential overlays. Three members shall own, rent or lease property in the boundaries of the historic commercial or historic residential overlays.

B. Three members shall reside within the city limits. Those members required to be residents of the corporate city limits must have a minimum of six months of such residency before considered eligible for appointment to the board.

C. As available, board members shall be appointed from the following categories:

1. An architect with preservation expertise;
2. A historian with knowledge of local history;
3. A professional in the field of landscape architecture, real estate, urban planning, construction, community development, archeology, law, finance, cultural geography, cultural anthropology, or related fields with demonstrable interest, competence or knowledge of historic preservation;
4. A member of the Aurora Colony Historical Society; and/or
5. Interested persons residing within the corporate limits of the city.

D. No member of the ~~historic review board~~Historic Review Board may concurrently hold other appointed or elected office in the city, with the exception of members of the budget committee.

E. All appointments to the ~~historic review board~~Historic Review Board shall be for a three-year term, with staggered expiration years. A vacancy shall be filled in the same manner as the original appointments, and the appointee shall hold office for the remainder of the unexpired term. A member who is absent for three consecutively scheduled meetings without having been excused by the board may be removed and the vacancy filled. (Ord. 416 § 8.20.030, 2002)

17.1217.16.040 Meetings.

A. The regular meeting of the ~~historic review board~~Historic Review Board shall be held on the fourth Thursday of every month.

B. Special meetings may be called by the chairperson of the ~~historic review board~~Historic Review Board with five days notice posted on the bulletin board in front of City Hall. (Ord. 416 § 8.20.040, 2002)

Chapter ~~17.16~~17.20

~~DECISION MAKING~~APPLICATION PROCEDURES

Sections:

- ~~17.16~~17.20.010 Purpose.
- ~~17.16~~17.20.020 Consolidation of proceedings.
- ~~17.16~~17.20.030 Application process.
- ~~17.16~~17.20.040 Time period for decision making.
- ~~17.16~~17.20.050 Approval authority
_____responsibilities.
- ~~17.16~~17.20.060 Notice of pending decision.
- ~~17.16~~17.20.070 Decision procedure.
- ~~17.16~~17.20.080 Standards for the decision.
- ~~17.16~~17.20.090 Notice of ~~decision~~Decision.
- ~~17.16~~17.20.100 Record of proceeding.
- ~~17.16~~17.20.110 Appeal.
- ~~17.16~~17.20.120 Modification and revocation of approvals.
- ~~17.16~~17.20.130 Re-submittal of an
_____application previously
_____denied.
- ~~17.16~~17.20.140 Expiration and extension of approvals.

~~17.16~~17.20.010 Purpose.

The purpose of this chapter is to establish procedures for the consideration of applications for a certificate of appropriateness. (Ord. 416 § 8.~~3036~~.010, 2002)

Comment [s3]: Notice of Decision

~~17.16~~17.20.020 ~~Consolidation of proceedings~~Applications not Consolidated.

~~Whenever an applicant requests a certificate of appropriateness for a development that will also require development approvals~~An application under this title shall not be consolidated with applications under Title 16 or other titles of the Aurora Municipal Code, ~~the certificate of appropriateness shall be reviewed separate from the approvals required under Title 16 as provided in this title.~~ [Check with Renate about this]. (Ord. 416 § 8.~~30.020~~, 2002) _____) As applicable, applications under Title 16 will be determined incomplete until any applicable decision has been made under Title 17.

~~17.16~~17.20.030 Application process.

- A. The applicant shall be the recorded owner of the property or an agent authorized in writing by the owner.
- B. The application shall be made on forms provided by the city.
- C. The application shall:

1. Include the information requested on the application form;
2. Address appropriate criteria in sufficient detail for review and action; and
3. Be accompanied by the required fee.

D. An application shall be deemed incomplete unless it addresses each ~~element standard or criterion~~ required to be considered under applicable provisions of this title and the application form, unless that requirement has been found inapplicable by the city staff. ~~City staff shall not accept an incomplete application.~~

E. If an application is incomplete, city staff shall n:

~~1. Notify the applicant in writing within thirty (30) days of receipt of the application of exactly what information is missing; and~~ a

~~2. Allow the applicant thirty (30) days to submit the missing information.~~

~~F. The application shall be deemed complete when upon:~~

~~1. Receipt of the missing information; or~~

~~2. Upon receipt of some of the missing information and written notice from the applicant that no additional information will be submitted; or~~

~~3. Upon receipt of written notice from the applicant that none of the missing information will be provided.~~

~~is provided and at that time the one hundred twenty (120) day time period shall begin to run for the purposes of satisfying state law.~~

~~FG. On the 181st day after first being submitted, the application is void if the applicant has been notified of the missing information and fails to respond in accordance with 17.20.030E.~~

~~If the applicant refuses to submit the missing information, the application shall be deemed incomplete on the sixty-first day after city staff first received the application and returned to the applicant.~~

(Ord. 416 § 8.3036.030, 2002)

Formatted: Superscript

~~17.16~~**17.20.040 Time period for decision making.**

The city shall take final action on an application ~~for a certificate of appropriateness~~ including the resolution of all local appeals, within one hundred twenty (120) days after the application is deemed complete, except:

A. The one hundred twenty (120) day period may be extended for a reasonable period of time at the request of the applicant;

B. The one hundred twenty (120) day period applies only to a decision wholly within the authority and control of the city.

C. If the ~~historic review board~~Historic Review Board fails to approve, approve with modification, or denial of an application within seventy-five (75) days after the application is determined to be complete, the ~~historic review board~~Historic Review Board shall cause notice to be given and the matter to be placed on the City Council's agenda. A public hearing shall be held by the

~~council~~Council and the decision shall made by the ~~City Ce~~ouncil. No further action shall be taken by the ~~historic review board~~Historic Review Board. (Ord. 416 § 8.~~3036~~.040, 2002)

~~17.16~~17.20.050 Approval authority responsibilities.

A. The ~~Hh~~historic ~~Rr~~eview ~~Bb~~oard shall make a public decision in the manner prescribed by this chapter and shall have the authority to approve, approve with conditions, approve with modifications or deny the following:

1. Interpretations subject to Section 17.04.060;
2. Signs subject to Chapter ~~17.20~~17.24;
3. Accessory dwelling units subject to Chapter ~~17.24~~17.28;
4. Applications for ~~a certificate of appropriateness; approval under this title;~~
5. Recommendations to ~~city council~~City Council for amending this title;
6. Appeals of decisions by the administrative approval authority;
- ~~7. 7. Amendments to the Aurora Design Guidelines for Historic District Properties;~~
- ~~8. Amendments to the Inventory [insert formal name]~~
- ~~9. Any other matter not specifically assigned to the administrative approval authority, or the city council~~City Council under this title.

B. The ~~city council~~City Council shall make a public decision in the manner prescribed by this chapter and shall have the authority to approve, deny or approve with conditions the following:

1. Appeals of decisions made by the ~~historic review board~~Historic Review Board;
2. Matters referred to the ~~City Ce~~ouncil by the ~~historic review board~~Historic Review Board;
3. Review of decisions of the ~~historic review board~~Historic Review Board, whether on the ~~City Ce~~ouncil's own motion or otherwise.

C. The planning director shall have the authority to approve, deny or approve with conditions the following applications:

1. Temporary uses pursuant to Section ~~17.28~~17.32.030.
- ~~2. Paint colors.~~
- ~~3. Landscaping projects costing less than \$2500.~~
- ~~4. Roof installations or replacements using black shingles.~~

(Ord. 419 §§ 20A, ~~29A~~32A (part), 2002; Ord. 416 § 8.~~3036~~.050, 2002)

~~17.16~~17.20.060 Notice of Pending Decision.

A. The notice requirements of this section are applicable to applications that are subject to Aurora Municipal Code Chapters 16.58 (Site Development Review), 16.60 (Conditional Uses) or 16.72 (Subdivisions).

B. Notice required by this section shall be given in the following manner:

1. At least fourteen (14) days prior to the scheduled decision, notice shall be sent by mail to:

Comment [r4]: So do we complete SDR notice twice if not processed concurrently or remove noticing all together.

- a. The applicant and all owners or contract purchasers of record of the property, which is the subject of the application;
 - b. All property owners of record or the most recent property tax assessment roll with one hundred (100) feet of the property;
 - c. Any person who requests, in writing; and
 - d. The appellant and all parties to an appeal.
2. City staff shall include a copy of the notice and a copy of the mailing labels in the administrative record.
 3. At least fourteen (14) days prior to the pending decision, notice of a pending decision notice shall be posted on the bulletin board in front of City Hall.
 4. Notice of a pending decision by the ~~historic review board~~Historic Review Board shall include the following information:
 - a. A description of the subject property and a general location, which shall include tax map designations from the county assessor's office;
 - b. A map showing the location of the subject property;
 - c. A description of what the application will allow the applicant to do and what the applicable criteria for the decision are;
 - d. State that a fourteen (14) day period for submission of written comments is provided prior to the decision;
 - e. State the place, date and time that the written comments are due;
 - f. State that copies of all documents or evidence relied upon by the applicant are available for review, the address where copies can be reviewed and that copies can be obtained at cost;
 - g. A statement that issues which may provide the basis for an appeal must be raised in writing during the comment period and comments must be sufficiently specific give the decision maker an opportunity to respond to the issue;
 - h. A statement that the decision does not require an exercise of policy or legal judgment, or a public hearing;
 - i. A statement that the applicant and any person who submits written comments during the fourteen (14) day period shall receive notice of the decision.
 - C. The failure of a property owner to receive notice shall not invalidate the action provided a good faith attempt was made to notify all persons entitled to notice.
 - D. Personal notice is deemed given when the notice is deposited with the United States Postal Service.
 - E. In computing the length of time that notice is given, the first date notice is given shall be excluded and the day of the hearing or the date on which the appeal period expires shall be included unless the last day falls on any legal holiday or on Saturday, in which case, the last day shall be the next business day.
 - F. The records of the Marion County assessor's office shall be the official records used for giving notice required in this title, and a person's name and address which is not on file at the time the notice mailing list is initially prepared is not a person entitled to notice. (Ord. 419 § ~~29A32A~~ (part), 2002; Ord. 416 § 8.~~3036~~.060, 2002)

17.1617.20.070 Decision procedure.

The ~~historic review board~~ Historic Review Board decision shall be conducted as follows:

A. Request the applicant present the application, explain any graphic or pictorial displays which are a part of the application and provide such other information as may be requested by the approval authority;

B. Read all written comments into the record;

C. Allow the applicant to respond to all written comments;

D. Because this is a limited land use decision process, there is no procedural requirement for the board to allow oral testimony. Oral testimony may be permitted at the discretion of the board. If permitted, the applicant shall be allowed to respond to all oral testimony.

E. Make a decision pursuant to Section ~~17.1617.20.080~~ or continue the decision to gather additional evidence or to consider the application further. (Ord. 416 § 8.3036.070, 2002)

17.1617.20.080 Standards for the decision.

A. The decision shall be based on proof by the applicant that the application fully complies with ~~the relevant guidelines in the Aurora Design Guidelines for Historic Properties~~ this title.

B. The approval authority ~~shall~~ may:

1. Adopt ~~its own findings of fact and conclusions addressing all applicable standards and criteria; or and conclusions;~~

2. Adopt findings of fact and conclusions ~~and conclusions~~ submitted by any party provided all parties have had an opportunity to review the findings and comment on the same; or

3. Adopt findings of fact and conclusions from another source, either with or without modification, having made a tentative decision, and having directed staff to prepare findings for review and to provide an opportunity for all parties to comment on the same.

C. The decision may be for denial, approval or approval with conditions.

1. Conditions may be imposed where such conditions are necessary to:

a. Carry out applicable provisions of the Aurora Comprehensive Plan,

b. Carry out the applicable implementing ordinances; and

2. Prior to the commencement of the issuance of any permits or the taking of any action under the approved ~~certificate of appropriateness~~ decision, the owner and any contract purchasers of the property which is the subject of the approved application may be required to sign and deliver to the city their acknowledgment in a development agreement and consent to such conditions:

a. The ~~mayor~~ Mayor shall have the authority to execute the development agreement on behalf of the city,

b. No building permit shall be issued for the use covered by the application until the executed contract is recorded and filed in the county records, and

c. Such development agreement shall be enforceable against the signing parties, their heirs, successors and assigns by the city. (Ord. 419 § 29A32A (part), 2002; Ord. 416 § 8.3036.080, 2002)

17.1617.20.090 Notice of ~~decision~~Decision.

A. All decisions require a ~~notice~~Notice of ~~decision~~Decision. The ~~notice~~Notice of ~~decision~~Decision shall include a brief statement that ~~identifies the guidelines considered relevant to the decision, states the facts relied upon in making the decision, explains the justification for the decision based on the guidelines with reference to the standards, criteria and facts set forth and a brief explanation of the in the record, the date the final decision was made, along with the deadline for appeal process. The certificate of appropriateness may be combined with the notice of decision.~~

B. The applicant and any person who submits written comments during the fourteen (14) day period shall be ~~entitled to receive~~provided with the ~~notice~~Notice of ~~decision~~Decision.

C. City staff shall include a copy of the ~~notice~~Notice of ~~decision~~Decision and a copy of the mailing labels in the administrative record.

D. The ~~notice~~Notice of ~~decision~~Decision shall be reduced to writing, signed by the ~~historic review board~~Historic Review Board chair, and mailed to the applicant and ~~all parties~~ in the action within ten (10) calendar days after the decision is made. The vice chair is authorized to sign the ~~notice~~Notice of ~~decision~~Decision when the chair of the ~~historic review board~~Historic Review Board is not available to sign. (Ord. 419 §§ 20B, 2932(A) (part), 2002; Ord. 416 §-8.3036.090, 2002)

Comment [r5]: There is no 14 day comment period at this time (whether SDR or not). Karin? DO admin decision with Notice of Decision and 14 day appeal period to CC? 100 feet?

Comment [r6]: Who are all parties if no notice provided in advance?

17.1617.20.100 Record of proceeding.

The record shall include:

- A. A copy of the application and all supporting information, plans, exhibits, graphics, etc.;
- B. A copy of the notice of pending decision and a list of all persons who were given mailed notice;
- C. All testimony, evidence and correspondence relating to the application;
- D. All information considered by the approval authority in making the decision;
- E. If approved or approved with conditions, a copy of the certificate of appropriateness signed by the approval authority;
- F. A list of the conditions, if any, attached to the approval of the application; and
- G. A copy of the notice of the decision, which was given pursuant to Section 17.1617.20.090, and a list of all persons who were given mailed notice. (Ord. 419 § 2932(A), 2002; Ord. 416 § 8.3036.100, 2002)

17.1617.20.110 Appeal.

A. Standing to Appeal. Any person shall be considered a party to a matter, thus having standing to seek appeal, provided the person submitted written comments to the approval authority during the fourteen (14) day period prior to the decision or the person was entitled as of right to notice prior to the decision to be reviewed.

B. Computation of Appeal Period.

1. The length of the appeal period shall be fifteen (15) days from the date of the final decision.

2. In computing the length of the appeal period, the day of the decision is mailed shall be excluded and the last day for filing the appeal shall be included unless the last day falls on a legal holiday for the city or on a Saturday, in which case, the last day shall be the next business day.

C. Determination of Appropriate Appeal Body.

1. Any decision made by the ~~historic review board~~Historic Review Board under this chapter, may be reviewed by the City Council by:

a. The filing of a notice of appeal and payment of required fees by any party to the decision before five p.m. on the last day of the appeal period;

b. The Council, on its own motion, seeking appeal by voice vote prior to the end of the appeal period.

2. Failure to file an available appeal shall be considered a failure to exhaust administrative remedies. The local appeals process must be completed before any appeal is made to the land use board of appeals.

D. The notice of appeal shall be filed within the appeal period and contain:

1. A reference to the application sought to be appealed;

2. A statement of the petitioner's standing to the appeal;

3. The specific grounds for the appeal;

4. The date of the decision on the action;

5. The applicable fees.

E. The appeal hearing shall be confined to the record of the decision.

F. Upon appeal, notice shall be given to parties who are entitled to notice under Sections ~~17.16~~17.20.060 and Section ~~17.16~~17.20.090.

G. The appellate authority shall affirm, reverse or modify the decision, which is the subject of the appeal. The decision shall be made in accordance with the time provisions of Section ~~17.16~~17.20.040; or upon the written consent of all parties to extend the one hundred twenty (120) day limit, the appellate authority may remand the matter if it is satisfied that testimony or other evidence could not have been presented or was not available at the time of the initial decision. In deciding to remand the matter, the appellate authority shall consider and make findings and conclusions regarding:

1. The prejudice to parties;

2. The convenience or availability of evidence at the time of the initial hearing;

3. The surprise to opposing parties;

4. The date notice was given to other parties as to an attempt to admit; or

5. The competency, relevancy and materiality of the proposed testimony or other evidence.

(Ord. 419 §§ 20C, ~~29A~~32A (part), 2002; Ord. 416 § 8.~~30~~36.110, 2002)

~~17.16~~17.20.120 **Modification and revocation of approvals.**

The approval authority may modify or revoke any approval granted pursuant to this chapter for any of the following reasons:

A. A material misrepresentation or mistake of fact made by the applicant in the application or in testimony and evidence submitted, whether such misrepresentation is intentional or unintentional;

B. A failure to comply with the terms and conditions of approval;

C. A material misrepresentation or mistake of fact or policy by the city in the written or oral report regarding the matter whether such misrepresentation is intentional or unintentional. (Ord. 419 § ~~29A32A~~ (part), 2002; Ord. 416 § 8.~~3036~~.130, 2002)

**~~17.16~~17.20.130 Re-submittal of an
~~application previously
denied.~~**

An application which has been denied or an application which was denied and which on appeal has not been reversed by a higher authority, including the ~~land use board~~Land Use Board of ~~appeals~~Appeals, the ~~land conservation~~Land Conservation and ~~development~~Development Commission or the courts, may not be resubmitted for the same or a substantially similar proposal or for the same or substantially similar action for a period of at least twelve (12) months from the date the final city action is made denying the application unless there is a substantial change in the facts or a change in city policy which would change the outcome. (Ord. 419 §§ ~~29A32A~~ (part), 2002; Ord. 416 § 8.~~3036~~.130, 2002)

~~17.16~~17.20.140 Expiration and extension of approvals.

A. Approval under this title shall be effective for ~~a period~~ two years from the date of approval.

B. Approvals shall lapse if:

1. Substantial construction of the approved plan has not been completed within a two-year period;

2. Construction on the site is a departure from the approved plan.

C. City staff may, upon written request by the applicant, grant an extension of the approval period not to exceed one year; provided, that:

1. No material changes are made on the ~~original~~ approved ~~tentative~~ plan; and

~~2. The applicant has expressed written intent of submitting a final plat within the one year extension period; and~~

~~3. There have been no material changes to the applicable comprehensive plan policies and ordinance provisions~~the standards and criteria of this title on which the approval was based.

4. Written notice of the decision regarding an extension of time shall be provided to the applicant. (Ord. 419 § ~~29A32A~~ (part), 2002; Ord. 416 § 8.~~3036~~.140, 2002)

Chapter ~~17.20~~17.24

SIGNS

Sections:

- ~~17.20~~17.24.010 General authority.
- ~~17.20~~17.24.020 Purpose.
- ~~17.20~~17.24.030 Sign permits required.
- ~~17.20~~17.24.040 Application.
- ~~17.20~~17.24.050 Definitions.
- ~~17.20~~17.24.060 Exempt signs.
- ~~17.20~~17.24.070 General sign provisions.
- ~~17.20~~17.24.080 Prohibited signs.
- ~~17.20~~17.24.090 Historic residential overlay.
- ~~17.20~~17.24.100 Historic commercial (HC) overlay.
- ~~17.20~~17.24.110 Nonconforming signs.
- ~~17.20~~17.24.120 Termination of signs by abandonment.
- ~~17.20~~17.24.130 Relief from sign standards.
- ~~17.20~~17.24.140 List of approved font types.

~~17.20~~17.24.010 General authority.

Before any construction, erection, placing, painting, carving or otherwise giving public exposure of any sign occurs in the historic commercial overlay or the historic residential overlay, application must be made to both the ~~historic review board~~Historic Review Board and a city building official. The applicant must receive a certificate of appropriateness from the ~~historic review board~~Historic Review Board before a building permit can be issued by the building official. The sign provisions of this chapter may be considered as a part of a development application or individually. Applications shall be filed with the ~~city recorder~~City Recorder on an appropriate form in any manner prescribed by the city, accompanied with an application fee in the amount established by general resolution of the ~~city council~~City Council. (Ord. 416 § 8.50.010, 2002)

~~17.20~~17.24.020 Purpose.

Sign guidelines and criteria can enhance the economic vitality and contribute to the visual quality of the city. Well-designed signs attract the eye, complement each other and draw attention to the buildings containing the businesses for which they are intended to advertise. In the review of sign applications within the city, the following criteria and standards will be considered by the ~~historic review board~~Historic Review Board.

A. Signs are necessary to communicate information about places, goods, services and amenities. As such, they have a useful function; they should not confuse; they should inform with clarity.

B. Signs are a part of the town's street scape. Signage, in a collective sense, has a civic obligation to be in character with the rest of the street scape.

C. Buildings are signs in that they represent a kind of imagery through their architecture.

D. Signage is visual. Good signage is an art form that should be addressed with sensitivity. In addition to communicating information, signage is an architectural element.

E. Signs on buildings should not dominate or obscure the architecture of the building. A sign on a building should be compatible or integrated with its architecture. (Ord. 416 § 8.50.020, 2002)

17.2017.24.030 Sign permits required.

A. Existing Signs. All existing signs on each business and residential premises shall be required to conform to the standards of this chapter on or before July 1, 2003. Upon adoption of the ordinance codified in this title, the person(s) in control of the business or property or in control of each business contained thereon, shall be required to submit a completed application form with a photograph of all existing signs according to Section 17.2017.24.040(C), and pay no sign permit fee, except those signs approved by the ~~historic review board~~ Historic Review Board after October 26, 1995.

1. As of the effective date of the ordinance codified in this title, Aurora's historic district contains four existing backlit reader boards, specifically for the business of the "General Store," "Aurora Colony Market," "Nagl Floor Covering," and "Aurora Cycle." Due to the historic business related use of these signs and notwithstanding Section 17.2017.24.110(B)(2), these four reader board signs may continue, for their useful life, as nonconforming uses after the July 1, 2003 deadline requiring sign conformance.

B. Proposed Signs. No person shall place on, or apply to, the surface of any building, any painted sign, or erect, construct, place or install any other sign, unless a sign permit has been issued by the city for such sign. Application for a sign permit shall be made by the permittee in accordance with Section 17.2017.24.040. The person(s) in control of the building or property or in control of each business contained thereon, shall make application for a sign permit in writing upon forms provided by the city. Such application shall contain the proposed location of each sign on the premises, the street and number of the premises, the name and address of the sign owner, the type of construction of each sign, the design and dimensions of each sign, type of sign supports, location of each sign on the premises, and other such information as may be required by the city.

C. No person having a permit to erect a sign shall construct or erect same in any manner, except in the manner set forth in the approved certificate of appropriateness. All departures from signage plans for which a certificate of appropriateness has been issued shall be approved in advance by the ~~historic review board~~ Historic Review Board.

D. Sign Permit Fees. The application for a certificate of appropriateness for a sign shall be accompanied by a filing fee in an amount established by general resolution of the ~~city council~~ City Council. (Ord. 419 §§ 19, 23H, 2002; Ord. 416 § 8.50.030, 2002)

17.2017.24.040 Application.

- A. The applicant shall submit three copies of:
1. A drawing of the sign indicating its colors, lettering, symbols, logos, materials, size, and area;
 2. An elevation and plot plan indicating where the proposed sign will be located on the structure or lot, method of illumination, if any, and similar information.
- B. Signs existing September 26, 1995 shall be photographed with enough visual detail to determine their approximate size and location for inventory purposes. (Ord. 416 § 8.50.040, 2002)

17.2017.24.050 Definitions.

As used in this chapter:

"Advertising structure" means any notice or advertisement, pictorial or otherwise, and any structure used as, or for the support of, any notice or advertisement for the purpose of making anything known about goods, services or activities not on the same lot as the advertising structure.

"Alterations" means any change in size, shape, and method of illumination, position, location, construction or supporting structure of a sign.

"Balcony" means a platform projecting from the exterior wall, enclosed by a railing, supported by brackets or columns or cantilevered out.

"Banner" means a temporary paper, cloth, or plastic sign advertising a single event of civic or business nature.

"Billboard" means the same as "advertising structure."

"Building facade" means the vertical exterior wall of a building including all vertical architectural features.

"Building register sign" means a sign that identifies four or more businesses contained within a single building structure or complex.

"Bulletin board" means a sign of a permanent nature, but which accommodates changeable copy, indicating the names of persons associated with, events, conducted upon or products or services offered upon, the premises upon which the sign is located.

"Business" means commercial or industrial enterprise.

"Business frontage" means the lineal front footage of the building or a portion thereof, devoted to a specific business or enterprise, and having an entrance/exit opening to the general public.

"Cartoon" means a caricature of an animate or inanimate object intended as humorous.

"Construction sign" means a sign stating the names, addresses or telephone numbers of those individuals or businesses directly associated with a construction project on the premises.

"Curvilinear" means represented by curved lines.

"Direct illumination" means a source of illumination directed towards such signs so that the beam of light falls on the exterior surface of the sign.

"Flag" means a light flexible cloth, usually rectangular and bearing a symbol(s) representing a nationality, statehood, or other entity.

Comment [r7]: Include with other definitions

"Flashing sign" means a sign incorporating intermittent electrical impulses to a source of illumination, or revolving in a manner, which creates the illusion of flashing, or which changes color or intensity of illumination.

"Fluorescent colors" means extra bright and glowing type colors; includes dayglow orange, fluorescent green, etc.

"Fluorescent lighting" means light provided by tubes.

"Free-standing" means a sign, which is entirely supported by a sign structure in the ground.

"Frontage" means the single wall surface of a building facing a given direction.

"Illustration" means a line drawing or silhouette of a realistic object.

"Marquee" means a permanent roofed, non-enclosed structure projecting over an entrance to a building, which may be attached to the ground surface, or not.

"Neighborhood identification" means a sign located at the entry point to a single-family subdivision comprising not less than two acres, or a sign identifying a multiple-family development.

"Neon light" means a form of illumination using inert gases in glass tubes and includes black light and other neon lights.

"Parcel" or "premises" means a lot or tract of land under separate ownership, as depicted upon the count assessment rolls, and having frontage abutting on a public street.

"Primary revenue source" means no less than seventy-five (75) percent of gross total principal income derived from a business.

"Public right-of-way" means the area commonly shared by pedestrians and vehicles for rite of passage. An easement for public travel or access including street, alley, walkway, driveway, trail or any other public way; also, the land within the boundaries of such easement.

"Quality material" means materials that are appropriate to make temporary window signs, including poster board, heavy bond paper or wood. All temporary signs will be lettered using the approved lettering styles. Brown paper or brown bags, ragged edges or light-weight paper are not allowed.

"Real estate sign" means a sign indicating that the premises on which the sign is located, or any portion thereof, is for sale, lease or rent.

"Sidewalk" means hard surface strip within a street right-of-way to be used for pedestrian traffic.

"Sign" means any notice or advertisement, pictorial or otherwise, used as an outdoor display for the purpose of advertising a property or the establishment or enterprise, including goods and services, upon which the signs are exhibited. This definition shall not include official notices issued by a court or public body or officer, or directional, warning or information signs or structures required by or authorized by the law or by federal, state, county or city authority.

"Sign, Area of." In determining whether a sign is within the area limitations of this title, the area of the total exterior surface shall be measured and computed in square feet; provided, that where the sign has two or more faces, the area of the total exterior surface shall be measured and divided by the number of faces; and provided further, that if the interior angle between the two planes of two faces exceeds one hundred thirty-five (135) degrees, they shall be deemed a single

face for the purposes hereof. Measurement shall be made at the extreme horizontal and vertical limit of a sign.

"Street frontage" means the lineal dimension in feet of the property upon which a structure is built, each frontage having one street frontage.

"Wind sign or device" means any sign or device in the nature of a series of one, two or more banners fastened in such a manner as to move upon being subject to pressure by wind or breeze.

"Window" means all the glass included with one casement. (Ord. 416 § 8.50.050, 2002)

~~17.20~~17.24.060 Exempt signs.

The following signs and devices shall not be subject to the provisions of this chapter and shall not require a certificate of appropriateness or a sign permit application:

A. Identification Signs.

1. Memorial and Historic Identification Signs. Memorial tablets, cornerstones or similar plaques, such as National Register listing, not exceeding six square feet.

2. Small Business-Related Informational Signs. Small nonilluminated informational signs such as "open/closed" signs (including one three foot by five foot flag or banner per store front), credit card signs, rating or professional association signs, and signs of a similar nature. Only one of each type of sign is permitted and no more than four of these signs are allowed for any individual business or on any parcel of property. The total area for these types of signs may not exceed three square feet in area. If logos are used, they should be no larger than one square foot. ~~historic review board~~Historic Review Board approved colors and lettering styles must be utilized.

3. Occupant or Owner Sign. A sign identifying the name of the occupant or owner, provided the sign is not larger than one square foot, is ~~not illuminated~~, and is either attached to the structure or located within the front yard setback.

4. Donation Name Plates. Donation nameplates located on benches are allowed.

5. One interior LED sign per business not exceeding three square feet in area. Flashing or other changes in illumination are prohibited.

B. Signs as Symbols.

1. Flags. Flags of national, state, or local government, and flags of U.S. historical significance (no more than two flags per store front, each flag not to exceed a size of three feet by five feet).

C. Temporary Signs.

1. Political Signs. Temporary political signs not exceeding four square feet, provided the signs located on private property, and are erected not more than thirty (30) days prior to, and removed within seven days following, the election for which they are intended.

2. Real Estate or Construction Signs. Temporary, nonilluminated real estate or construction signs (no more than one per parcel) not exceeding four square feet, provided such signs are removed within fifteen (15) days after sale, lease or rental of the property, or the completion of the project.

3. New Business Signs. Temporary signs for new businesses, after the city has been notified through a business permit license, for a period not exceeding ninety days.

4. Sale or Product Advertising Window Signs, Grand Opening ~~a~~And Going Out of Business Signs. Temporary fabric or paper signs for special events, sales, or grocery store type products may be placed upon the window opening of a nonresidential building, when such signs do not obscure more than twenty (20) percent of the window or wall area and no more than ten (10) percent of the total primary facade area. These temporary signs will not be put up more than fifteen (15) days prior to the event or sale and will be removed immediately after the event or sale. These temporary signs need to be of quality material and in keeping with the Aurora's historic character.

5. Business Change of Location. Businesses that are changing location may place a single one square foot inside a window facing outward for sixty (60) days before moving and up no more than sixty (60) days after vacancy.

6. Garage Sale Signs. Garage sale signs shall include the address of the person giving the sale, dates of the sale and be limited to three weekends per year per address. Signs are to be removed immediately at the close of the sale. Signs shall be maximum size of two square feet, signs shall be no more than four feet in height, and shall be self-supported and not affixed to public signs or utility poles. Signs shall not be placed in the city's park. Signs may be placed in the city right-of-way if placed no closer than four feet from the street. Sign may also be placed on private property with the owner's permission.

7. Holiday Lighting. Noncommercial decorations, including blinking lights, displayed on traditionally accepted civic, patriotic, and/or religious holiday, provided that such decorations are maintained a safe condition and do not constitute a fire hazard. Decorations in the historical commercial overlay must be removed, or cease to be used, within thirty (30) days following the holiday/event to which they relate.

8. Civic and Special Event Banners. Temporary banners, pennants and flags advertising civic and special (not sale) events shall be permitted for no more than sixty (60) days before the event and must be removed within forty-eight (48) hours after the event concludes.

D. Government Signs.

1. Construction Signs. Signs placed by state or federal governments for the purpose of construction, maintenance or identification of roads or other public agencies for the direction of traffic, and designed to fulfill the requirements of state and federal funding agencies.

2. Public Meeting Notices. Temporary paper signs that serve as notice of a public meeting when removed promptly after such meeting is held.

3. Town Identification Signs. One town identification sign shall be permitted at each entry to town located on major roadways, not exceeding twenty (20) square feet.

E. Security Signs. Signs relating to security monitoring which may include company logo are exempt and limited to twelve (12) square inches in size when located on a window or two square feet when free-standing. (Ord. 419 §§ 23A, 23B, 2002; Ord. 416 § 8.50.060, 2002)

~~17.2017.24.070~~ General sign provisions.

The following general sign provisions apply to all signs, except those exempt signs specifically listed in Section ~~17.2017.24.060~~, within the city:

A. Sign Design.

1. Materials. Wood is the recommended material for both the sign and the stanchion (in the case of free-standing signs). Signs, which use plastic as part of the exterior visual effects, are prohibited.

2. Shape. Rectangular, straight-edge and oval signs are the preferred shape for signs. Signs with highly stylized, curvilinear edges are not recommended. Refer to the approved sample sign styles available at City Hall.

B. Sign Color.

1. Maximum of Four Colors. The number of colors used on signs shall be minimized for maximum effect. As a result, each sign may contain only four colors, not including the background.

2. Fluorescent Colors. Fluorescent colors are not allowed.

3. Dark Letters over Light Background. All signs shall have dark colored letters placed on top of a light colored background.

C. Sign Graphics, Lettering and Content.

1. Graphics. Sign graphics shall be carved, applied, painted or stained. Three-dimensional signs are not recommended.

2. Keep Graphics Simple. Sign graphics shall be simple and bold and in keeping with the ~~historic review board~~ [Historic Review Board](#) guidelines. Sign graphics can contain line drawings or silhouette images of live or inanimate objects. Cartoon images, either line drawn or silhouette, of live or inanimate objects are prohibited.

3. Lettering. To maintain continuity, all sign lettering shall be stylistically similar to the list of approved fonts in Section ~~17.2017.24~~.140. All lettering shall be uniformly aligned, evenly spaced, precise, cleanly executed and legible.

4. Historic Building Name Signs. Signs placed flat against the facade of the building that identify the historic name of a building are encouraged, provided they are of uniform color and design throughout the city and are no more than six square feet in area.

5. City Directional Signs. Signs and graphics for which the city is responsible (i.e., parking lots, public facilities, street signs, etc.) shall have a single lettering style and use black for the lettering and white as a background. Signs for city parks shall not exceed twelve (12) square feet.

E. Sign Lighting.

1. External Lighting Only. When lighting is used for signs, only subdued external and indirect incandescent lighting is allowed. Internal illumination and fluorescent and/or internal neon lighting is not allowed. Special illumination circumstances, such as lottery signs and product advertising signs, will be considered on a case-by-case basis.

2. No Flashing or Blinking Lights. No sign shall contain any flashing lights, blinking or moving letters, characters or other elements, nor shall it be rotating or otherwise movable. (Ord. 419 § 23C, 2002; Ord. 416 § 8.50.070, 2002)

~~17.2017.24~~.080 Prohibited signs.

A. Paper Signs. Paper signs are not allowed on the exterior of any building or attached to any sign, except as provided in Section [17.2017.24.060](#).

B. Billboards or Off-Premises Advertising Signs. Billboards or off-premises advertising signs, temporary signs, wind signs or devices are prohibited, except as allowed in Section [17.2017.24.060](#).

C. Flashing Signs. Signs with lights or illuminations, which flash, move, rotate, scintillate, blink, flicker, vary in intensity, vary in color, or use intermittent electrical pulsations are prohibited.

D. Bench Signs. Advertising murals and bench signs are prohibited. However, donation name plates are allowed.

E. Logo or Trademark Signs. Signs or devices (such as drink dispensers) placed on the outside of a business that display the symbol, slogan or trademark of national product brands of soft drinks, or other products, or services shall be prohibited.

F. Misleading Signs. Any unofficial sign which purports to be, is in imitation of or resembles an official traffic light or a portion thereof, or which hides from view any official traffic sign or signal, is prohibited.

G. Signs Obstructing Egress. No sign or portion thereof shall be so placed as to obstruct any fire escape, standpipe or human exit from a window located above the first floor of a building; obstruct any door or exit from a building; or obstruct any required light or ventilation.

H. Utility Poles. No sign shall be attached to a utility pole.

I. Reader Board Sign. Except as exempted in Section [17.2017.24.030](#), reader board signs are prohibited. (Ord. 419 § 23E, 2002; Ord. 416 § 8.50.075, 2002)

[17.2017.24.090](#) Historic residential overlay.

Signs in the historic residential overlay shall be permitted as follows:

A. Neighborhood Identification. One sign shall be permitted at each entry point to developments, with more than ten (10) lots or dwelling units, not exceeding an area of eight square feet per sign, nor five feet in height above grade. See also the general sign provisions Section [17.2017.24.070](#).

B. Conditional Uses. Where otherwise permitted, one sign of not more than four square feet, either attached to the building or freestanding, shall be permitted for conditional uses. If freestanding, the sign shall be mounted in a planter or landscaped area and shall not exceed five feet in height, nor shall it be located within ten (10) feet of any property line. (Ord. 416 § 8.50.080, 2002)

[17.2017.24.100](#) Historic commercial (HC) overlay.

All signs in the historic commercial overlay shall require approval by the ~~historic review board~~ [Historic Review Board](#) pursuant to this chapter. Signs should not be the dominant feature of a building or site, yet they are a key component in identifying businesses and contributing to the livelihood of the street with their individuality. These guidelines create a system whereby signs identifying businesses are visible to both pedestrian and automobile traffic without detracting

Comment [r8]: Non-enforceable

from the architecture or overpowering the streetscape. Special consideration may be granted for signage design that is consistent with the historical age and style of the building. The following types of signs are permitted within the historic commercial overlay:

A. Right-Angle Signs. Right-angle signs (those signs placed perpendicular to the building facade) may be either attached to the wall surface or hung from the underside of a marquee or balcony. Right-angle signs are designed for viewing by pedestrians walking under such signs. See also the general sign provisions, Section ~~17.2017.24~~.070.

1. Number. There shall be no more than one right-angle sign for every seventeen (17) feet of street frontage.

2. Area. The square footage of all right-angle signs on a single building frontage shall not exceed one percent of the area of that building facade to which the sign is attached. No individual sign shall be more than six square feet in area. A single right-angle sign identifying four or more businesses may be a maximum of ten (10) square feet.

3. Placement. Right-angle signs shall be below the sill of the second story windows or below the roofline, eave or parapet of a one-story building. No sign projecting over the public right-of-way shall be less than eight feet from the ground level. No sign shall project more than six feet from the vertical surface of a building facade, provided it is no closer than two feet from the face of the curb or edge of pavement.

B. Wall Signs. Wall signs are those signs attached and parallel to the building facade, and which extend no more than six inches from the surface of the wall. (Parapet signs are a type of wall sign, but are treated separately). See also the general sign provisions, Section ~~17.2017.24~~.070.

1. Number. Only one wall sign is permitted for every seventeen (17) feet of building street frontage.

2. Area. The square footage of all wall signs on a single building frontage shall not exceed six percent of the area of that building facade to which the signs are attached.

3. Placement. Wall signs shall not extend above an eave or ridge line.

4. Former Residential Use. Wall signs on commercial buildings originally built as houses shall not exceed four square feet, be placed sensitively to the architecture, and contain only the business name and/or business category.

C. Parapet Signs. Parapet signs are a distinctive type of wall sign, which are generally located above the lintels of the upper story windows and continue upward on a wall that extends beyond the roof edge (or false front). They are designed to be legible to pedestrians across the street and persons traveling on the street. Parapet signs generally identify the name of the business establishment. See also the general sign provisions, Section ~~17.2017.24~~.070.

1. Number. No more than one parapet sign is permitted per building.

2. Area. A parapet sign shall not exceed six percent of the total square footage of the building facade to which it is attached. A parapet sign shall be no more than two feet in vertical dimension.

3. Placement. Parapet signs shall not extend above the upper edge of the parapet wall. A parapet sign shall not extend any nearer than one foot from either edge of the building. Recessed sign panels located in building parapets should be used when possible.

D. Window and Door Signs. Window and door signs are those, which are painted, displayed or placed inside a translucent or transparent surface facing outward. Window graphics are usually most effective when they are simple and clearly. Generally these types of signs do not identify the primarily business to persons outside the building. As a result, these types of signs should be kept to a minimum. See also the general sign provisions, Section [47.2017.24.070](#).

1. Number. Each building frontage shall have no more than a total of two window/door signs.
2. Area. The total of all window or door signs shall not exceed twenty (20) percent of the total window and/or door area for each building.
3. Placement. In all cases, window graphics shall be limited to the first and second story window.
4. Former Residential Use. Window signs are not allowed on commercial buildings originally built as houses.

E. Balcony or Marquee Signs. Balcony or marquee signs are those signs that are attached to the fascia of the balcony or marquee and are parallel to the street and building facade. They are intended for viewing by travelers on the street or pedestrians on the opposite side of the street. There is little historical precedent for balcony or marquee signs that hang from the fascia, hence signs that are hanging from the outside edge of a balcony or marquee roof are prohibited. See also the General Sign Provisions, Section [47.2017.24.070](#).

1. Number. Only one attached balcony or marquee sign shall be permitted per building.
2. Area. No more than eighty (80) percent of a balcony or marquee fascia shall be covered with signage.
3. Placement. The attached balcony or marquee sign shall be centered in the middle of the balcony or marquee fascia. The signs shall not project above the marquee roofline or balcony floor line, or below the bottom edge of the balcony or marquee fascia.

F. Free-standing Signs. Free-standing signs are those, which are provided with their own support and are not attached to a building. Typically they are attached or are suspended from a post, pole or stanchion. Aurora had few if any free-standing signs in the late 1880s. Most business activities were conducted in buildings built on the front property line, allowing little room for placement of free-standing signs. See also the General Sign Provisions, Section [47.2017.24.070](#).

1. Former Residential Use. Free-standing signs are especially appropriate for commercial buildings originally built as houses.
2. Number. No more than one free-standing sign is permitted for each parcel containing one or more business activities within a building structure.
3. Area. A free-standing sign shall not exceed thirty-two (32) square feet in area.
4. Placement. A free-standing sign shall be within the parcel boundaries.
5. Height. A free-standing sign shall not exceed eight feet in height from the top edge of such sign to the grade below.

G. Sandwich and A-Board Signs. Sandwich or A-Board Signs are signs that are ordinarily in the shape of an "A" or some variation thereof, on the ground, easily moveable and which is usually two sided. See also the General Sign Provisions, Section [47.2017.24.070](#).

1. Number. One sandwich board sign is permitted per business. Additional sandwich boards granted only on businesses with more than one frontage and then only at the discretion of the governing body.

2. Placement. Sandwich boards shall not obstruct pedestrian walkways, or in any way impede the normal flow of vehicular traffic. These signs shall be placed in a manner that maintains a walkway of not less than thirty-six (36) inches in width and shall be no larger than three feet wide, nor more than four feet high when measured vertically.

3. Removal. Sandwich board signs shall be moveable at all times and displayed only during the open hours of the business.

4. Distance Between Sandwich Boards. Sandwich boards must maintain a minimum distance of fifteen (15) feet from any other sandwich board sign.

5. Location. Location of sandwich boards must be approved at the time of sign application review.

6. No Posters or Promotional Materials. No paper signs of any kind shall be placed upon sandwich board signs. Sandwich boards are not to be used for posters or to display promotional materials, except for special community events, which are limited to the duration of the event.

H. Signs Painted on Buildings. Signs painted directly upon the facade of the building within the HC district shall be consistent with historical documentation. (Ord. 419 §§ 23F, 23G, 2002; Ord. 416 § 8.50.090, 2002)

17.2017.24.110 Nonconforming signs.

All signs existing on the date of adoption of the ordinance codified in this title, and not conforming with the provisions of this chapter are deemed nonconforming signs, except those signs approved by the ~~historic review board~~ Historic Review Board after October 26, 1995.

A. No nonconforming sign shall be changed, expanded or altered in any manner which would increase the degree of its nonconformity, or be structurally altered to prolong its useful life, or be moved in whole or in part to any other location where it would remain nonconforming.

B. Termination of Nonconforming Signs.

1. Immediate Termination. Nonconforming signs which advertise a business no longer conducted or a product no longer sold on the premises where such sign is located shall be terminated within fifteen (15) days after the effective date of said ordinance.

2. Termination by Change of Business. Any nonconforming sign advertising or relating to a business on the premises on which it is located shall be terminated upon any change in the ownership or control of such business.

3. Termination by Amortization. Any nonconforming sign not terminated pursuant to any other provision of this title shall be terminated on or before July 1, 2003. (Ord. 419 §§ 20, 23I, 2002; Ord. 416 § 8.50.100, 2002)

17.2017.24.120 Termination of signs by abandonment.

A. Obsolete Business Signs. Any sign advertising or relating to a business, except a regular seasonal business, on the premises on which it is located, which business is discontinued for a

period of thirty (30) consecutive days, regardless of any intent to resume or not to abandon such use, shall be presumed to be abandoned and all such signage, whether conforming or nonconforming to the provisions of this title shall be removed within thirty (30) days thereafter. Any period of such non-continuance caused by government actions, strikes, materials shortages or acts of God, and without any contributing fault by the business or user, shall not be considered in calculating the length of discontinuance for purposes of this subsection.

B. Appeal. An extension of time for removal of signage of an abandoned business, not to exceed an additional thirty (30) days, may be granted by the ~~city council~~City Council upon an appeal filed by the legal owner of the premises or person in control of the business. (Ord. 416 § 8.50.110, 2002)

~~17.2017.24.130~~ Relief from sign standards.

The ~~historic review board~~Historic Review Board may grant relief from strict compliance with standards contained in this chapter in cases where documented evidence suggests it is impossible or impractical to comply with the standard for one or more of the reasons set forth in the preceding subsections. The facts and conclusions relied upon to grant relief from a particular standard shall clearly be set forth in the final order of the ~~historic review board~~Historic Review Board.

A. Exceptional or extraordinary conditions applying to the property which do not apply generally to other properties in the same zone or vicinity, which conditions are a result of building location or style, or other circumstances over which the applicant has no control make strict compliance impossible or impractical; or

B. Relief from the standard for reason set forth, will result in equal or greater compatibility with the architectural style and features, which exist on the building or nearby historical buildings; or relief is necessary to restore or replace a sign in a way which is historically accurate or compatible. (Ord. 416 § 8.50.120, 2002)

~~17-20~~17.24.140 List of approved font types.

(Ord. 419 § 23D, 2002: Ord. 416 § 8.50.130, 2002)

Chapter ~~17.2417.28~~

ACCESSORY DWELLINGS ~~AND STRUCTURES-UNITS~~

Sections:

~~17.2417.28.010~~ Purpose.

~~17.2417.28.020~~ Applicability and administration.
~~administration.~~

~~17.2417.28.030~~ Application submittal
~~requirements.~~

~~17.2417.28.040~~ Approval standards.

~~17.2417.28.010~~ Purpose.

Accessory dwelling ~~units~~ and structures are allowed in certain situations to:

- A. Create new housing units while respecting the look and scale of single-dwelling neighborhoods;
- B. Allow more efficient use of existing housing stock and infrastructure;
- C. Provide a mix of housing that responds to changing family needs and smaller households;
- D. Provide a means for residents, particularly seniors, single parents, and families with grown children, to remain in their homes and neighborhoods, and obtain extra income, security, companionship and services; and
- E. Provide a broader range of accessible and more affordable housing.
- F. Provide storage and workshop spaces. (Ord. - ~~416~~ § ~~8.60.010~~, 2002)

~~17.2417.28.020~~ Applicability and
~~administration.~~

- A. An accessory dwelling unit may be added to any single-family detached dwelling in the historic residential overlay.
- B. Accessory dwellings requiring exterior modifications and detached accessory dwelling units on properties located in the historic residential overlay shall require approval by the ~~historic review board~~ Historic Review Board pursuant to Chapter ~~17.1617.20~~. (Ord. 416 § 8.60.020, 2002)

~~17.2417.28.030~~ Application submittal
~~requirements.~~

All applications for accessory dwelling units shall be made on forms provided by the city and shall be accompanied by:

- A. The information requested on the application form;
- B. A narrative discussing the appropriate criteria in sufficient detail for review and action;
- C. The required fee;

- D. A site plan drawn to standard engineering scale showing the location of the accessory dwelling unit, the entrance and exits from the site, and areas to be designated for parking; and
- E. A completed building permit application. (Ord. 416 § 8.60.030, 2002)

17-2417.28.040 Approval standards.

A. Only one entrance to a residence may be located on the front facade of the single-family dwelling facing the street, unless the single-family dwelling contained additional front doors entrances before the conversion accessory dwelling unit was created. An exception to this regulation is entrances that do not have access from the ground such as entrances from balconies or decks.

B. The size of the accessory dwelling unit may be no more than fifty (50) percent of the living area of the single-family detached dwelling or the maximum allowed for an accessory dwelling unit in the applicable zone or overlay, whichever is less.

C. Accessory dwelling units created through the addition of floor area must meet the following:

1. Where the primary dwelling is a contributing structure, the exterior finish materials must be identical in substance, size and placement to the exterior finish material of the existing structure. Where the primary dwelling is a noncontributing structure within the historic commercial overlay, exterior finish materials must meet the standards for new construction within that overlay. Where the primary dwelling is a noncontributing structure in the historic residential overlay, exterior finish materials must meet the standards of Chapter 17._____.

2. The roof pitch must be the same as the predominant roof pitch of the primary single-family detached dwelling.

3. Windows must match those in the existing single-family detached dwelling in proportion (relationship of width to height) and be oriented vertically. Where the primary dwelling is a contributing structure, the windows must be identical in substance, size and placement to the windows of the existing structure.

D. Detached accessory dwelling ~~units~~ **and structures** must meet the following:

1. The accessory dwelling unit must be located in the side or rear yard of the primary detached single-family dwelling, except where the primary dwelling is a contributing structure, in which case the accessory dwelling must be located in the rear yard.

2. The maximum height allowed for a detached accessory dwelling unit is eighteen (18) feet or seventy-five (75) percent of the height of the primary dwelling unit, whichever is greater.

3. The maximum footprint of the detached accessory dwelling is 800 square feet.

4. The exterior finish and trim material must be visually compatible in type, size and placement, the exterior finish material of the single-family detached dwelling. Where the primary dwelling is a contributing structure, the exterior finish materials must be identical in substance, size and placement to the exterior finish material of the existing structure.

5. The roof pitch must be the same as the predominant roof pitch of the existing dwelling or 8:12, whichever is steeper.

6. Windows must match those in the existing single-family detached dwelling in proportion (relationship of width to height) and be oriented vertically. Where the primary dwelling is a contributing structure, the windows must be identical in substance, size and placement to the windows of the existing structure.

E. All parking must meet the requirements of Chapter 16.42, Off-Street Parking and Loading, for single-family residences, except as follows:

1. No additional parking space is required for the accessory dwelling unit if it is created on a site with an existing single-family dwelling and, the roadway surface on at least one abutting street is at least eighteen (18) feet wide.

2. One additional parking space is required for the accessory dwelling unit when:

a. None of the abutting street roadway surfaces are at least eighteen (18) feet wide;

b. When the accessory dwelling unit is created at the same time as the single-family detached dwelling is constructed.

F. In addition to the above standards, accessory dwellings and structures shall comply with Chapter 17.40, Design Standards. (Ord. ___ § ____, 2012)

Chapter ~~17.28~~17.32

TEMPORARY USES AND STRUCTURES

Sections:

~~17.28~~17.32.010 Purpose.

~~17.28~~17.32.020 Application submission requirements.
~~requirements.~~

~~17.28~~17.32.030 Temporary use
~~administration and approval.~~

~~17.28~~17.32.040 Temporary structure
~~administration and approval.~~

~~17.32~~.050 Outdoor Display.

~~17.28~~17.32.010 Purpose.

The purpose of the temporary use permit is to permit commercial activities that are small scale and short term in nature and generally promote celebration of specific events, holidays and seasons. Examples include, but are not limited to, temporary uses associated with existing licensed businesses, seasonal produce sales and farmers markets.

The purposes of the temporary structure approval are: (1) to permit property owners to utilize temporary structures for up to one year for approved longer term temporary uses, including but not limited to, temporary construction offices and leasing offices for previously approved developments; or (2) to permit property owners to utilize shorter term temporary open air structures, such as tents, booths and canopies of greater than one hundred twenty (120) square feet with approved shorter term temporary uses. (Ord. 419 § 21A (part), 2002; Ord. 416 § 8.70.010, 2002)

~~17.28~~17.32.020 Application submission
~~requirements.~~

All applications for temporary uses or temporary structures shall be made on forms provided by the city and shall be accompanied by:

A. A site plan drawn to standard engineering scale showing the location of the temporary use or temporary structure, the entrance and exits from the site, areas to be designated for parking, if applicable, and any requested signs; and

B. For structures subject to Section ~~17.28~~17.32.040, a letter from the property owner of record giving approval for the proposed temporary structure; and

C. A completed business license application for the temporary use. (Ord. 419 § 21A (part), 2002; Ord. 416 § 8.70.020, 2002)

~~17.28~~17.32.030 Temporary use
~~administration and approval.~~

A. The planning director may approve a temporary use based on following criteria:

1. The temporary use is located in the historic commercial overlay in the commercial zone and the parcel of land on which the temporary use will be located is zoned consistent with the proposed temporary use.

2. Where the temporary use is sited on a property containing an existing business, the temporary use shall directly relate to the existing business.

3. The temporary use will last for no more than two, separate, contiguous seven day periods in any one calendar year and the two periods shall not be permitted back-to-back.

4. The temporary use and all items related to the temporary use shall be removed from the site prior to expiration of the approval period.

5. No regulations prohibiting the activity are identified in a review of the Aurora Municipal Code and Oregon Revised Statutes.

6. Temporary use of tents, booths or canopies less than one hundred twenty (120) square feet are permitted under this section without a temporary structure permit under Section ~~17.28~~17.32.040. For temporary uses of tents, booths and canopies greater than one hundred twenty (120) square feet, a temporary structure permit under Section ~~17.28~~17.32.040 is required.

7. Tents, booths or canopies shall comply with the requirements of Section 14, Aurora Design Guidelines for Historic District Properties (Appendix A).

B. Temporary uses during special events approved by the ~~city council~~City Council shall be exempt from temporary use permit requirements.

C. No ~~notice~~Notice of ~~decision~~Decision is required, but the planning director shall issue an approved temporary use permit stating how the application satisfies the criteria in Section ~~17.28~~17.32.030(A) and specifying the dates for which the approval is valid. A copy of this permit shall be attached to the business license application as filed in City Hall. (Ord. 419 § 21A (part), 2002; Ord. 416 § 8.70.030, 2002)

~~17.28~~17.32.040 Temporary structure administration and approval.

All applications for temporary structures shall be submitted and processed according to the requirements of this section. A certificate of appropriateness from the ~~historic review board~~Historic Review Board is required for sites located in the historic commercial or historic residential overlay. (Ord. 419 § 21A (part), 2002; Ord. 416 § 8.70.040, 2002)

17.32.050 Outdoor Display.

A. Outdoor display of merchandise for sale shall only occur on sidewalks in front of retail shops.

B. Outdoor displays shall not obstruct the sidewalk, and leave a minimum of 5 feet of clear width for pedestrians.

C. Merchandise displayed on sidewalks shall be moved indoors overnight.

~~A. OD outdoor displays may only occur in other locations during city sanctioned special events, such as Aurora Colony Days.~~

Comment [r9]: Is this a temporary use? Already permitted under the code so it doesn't need to be here.

Comment [s10]: Already in 16.34.060

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D.

Children's play equipment, and recycling and waste containers, shall be located to the rear or side of contributing structures. Add language from Section 15 of Design Review Guidelines here?

E.

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Chapter 17.~~2936~~

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MOVING OF STRUCTURES

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Sections:

17.~~2936~~.010 Moving Contributing Structures

- A. Relocation of contributing structures in the Historic District is prohibited with only two exceptions:
 - 1. the contributing structure was previously moved to its current location.
 - 2. the current location of the contributing structure is being acquired for a public purpose under eminent domain, in which case the structure shall be moved to another location within the Historic District at the expense of the public agency acquiring the property.
 - ~~2-3.~~ Add floodplain or other hazards
- B. Structures to be moved shall be carefully ~~document~~documented for the inventory prior to approval of the ~~relation~~relocation.
- C. The relocation proposal shall describe how the structure will be preserved during the relocation.
- D. An approved building permit for the new location is required before approval of the relocation.

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17.~~2936~~.020 Moving Structures into the Historic District.

Structures proposed for moving into the Historic District shall have been originally constructed before 1921, and shall meet the design standards of Chapter 17.~~3036~~.

Chapter ~~17.17.4040~~

DESIGN STANDARDS

Sections:

- 17.~~3040~~.010 Purpose
- 17.~~3040~~.020 Fences
- 17.~~3040~~.030 Awnings
- 17.~~3040~~.040 Porches ~~(ended here on 10.2.2012)~~
- 17.~~3040~~.050 Windows
- 17.~~3040~~.060 Doors
- 17.~~3040~~.070 Chimneys
- 17.~~3040~~.080 Roofs
- 17.~~3040~~.090 Foundations
- 17.~~3040~~.100 Siding
- 17.~~3040~~.110 Visible Facades
- 17.~~3040~~.120 ~~New~~ Additions to Contributing Structures
- 17.~~3040~~.130 New Construction in the Historic ~~District~~ ~~Commercial Overlay Zone~~
- 17.~~3040~~.140 ~~New Construction in the Historic Residential Overlay Zone~~ ~~Height~~
- 17.~~3040~~.150 Public Right-of-Way
- 17.~~3040~~.160 Drive-in and Drive Thru Structures

17.3040.170 Setbacks

17.40.180 Garage Doors

17.40.190 Lots and Parcels

17.40.010 Purpose.

The purpose of these design standards is to protect the historic scale, form, urban form and historic appearance and integrity of the Aurora Colony National Historic District.

17.3040.020 Fences

- A. Fences in the Historic Commercial overlay and fences for contributing structures throughout the Historic district shall be wood picket fences, three to four feet high, painted white or with a natural protective finish.
- B. Chain link, wire, stock fencing, rail or split rail, plastic or vinyl, lattice and fences taller than four feet are only permitted on rear property lines where they are not visible from the right-of-way, and shall be screened with landscaping.
- ~~B.C.~~ Fences not expressly permitted are prohibited. Add language regarding if not listed as permitted, all else prohibited such as curvilinear or ornate metal fencing.

17.3040.030 Awnings

- A. Awnings are prohibited on residential structures that have been converted to commercial use.
- B. Awning styles must be in character with historic buildings. ~~and B~~ brightly colored and curvilinear flamboyant patterns or shapes are prohibited. [Provide exAdd samples of permitted awnings.]
- C. Back-lighting of awnings is prohibited.
- D. Writing on awnings is limited to border areas only. See Figure ____.

17.3040.040 Porches

- A. Porch design shall be similar to those seen on contributing structures.
- B. One porch entrance shall be located on the primary façade ~~or~~ and have a direct pedestrian path to the sidewalk.
- ~~C. Wood posts shall be used for roof support. Masonry and metal posts or supports are prohibited.~~
- ~~D.C.~~ Porches on contributing structures shall be preserved in their original design, and repair or replacement shall match the original in both materials and design, except that modern foundations which are not visible may be installed.
- ~~E.D.~~ Front porches shall not be enclosed by walls, screens or windows.

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17.3040.050 Windows

- A. ~~In the Historic Commercial Overlay wW~~In the Historic Commercial Overlay, windows frames and sashes shall be made of trimmed with wood, and wood framed storm windows are permitted. Storefront windows manufactured with metal frames shall have wood trim covering the exterior of the metal frames.
- B. Transom and clerestory windows are permitted.
- C. In the Historic Residential Overlay, windows visible from the right-of-way shall be vertically oriented.
- D. For contributing structures, window frames and sashes shall be made of wood.
- ~~D.E.~~For contributing structures, new window openings are only permitted where they are not visible from the right-of-way. New windows and window openings on rear elevations shall match the materials, style, colors and trim of other windows on the structure.

17.3040.060 Doors

- A. On contributing structures, the original location, materials, size, and decorative features of and proportions of doors, and the door design itself, doors shall be preserved, and when doors are being replaced, all those elements shall be replaced in kind.
- B. On contributing structures, new door doors openings may only be located on the rear elevation.
- ~~B.C.~~On contributing structures, doors shall be made of wood; vinyl and metal doors are prohibited.

17.3040.070 Chimneys

- A. ~~————~~On contributing structures, masonry chimneys shall be preserved, or replaced in kind with the same type of material traditional red clay brick if preservation is not feasible.
- B. On all structures, masonry chimneys shall be faced with traditional red clay brick.
- C. On noncontributing structures, non-masonry materials may be used.

17.3040.080 Roofs

- ~~A.~~ On contributing structures, the repair and alteration and alteration of roofs shall match the original style and pitch; however alterations to the rear roof are is permitted so long as it is not readily visible from the right of way.
- A. On contributing structures, the addition of new roof elements such as vents, skylights, solar panels, chimneys and dormers shall not be readily visible from the right-of-way, un-

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less the property has frontage on more than one right-of-way, in which case new elements shall be on a side elevation and screened from view.

~~B-C.~~ On contributing structures, new decorative features such as cupolas or cresting shall be permitted only when historic evidence demonstrates those features were included in the original structure.

~~D.~~ For residential structures, the roof pitch shall be 8:12 (equal to 34°) or steeper. On mansard roofs, the upper areas of the roof may have a shallower pitch so long as the lowest roof planes are steeper than 12:12 (equal to 45°).

~~C.~~

~~E.~~ For all structures, roofing materials on all sloped roofs shall be black composition shingles or wood shingles. Metal roofing on sloped roofs is roofs are prohibited.

~~D-F.~~ In the Historic Commercial Overlay, flat roofs are permitted when the roof and all mechanical equipment on the roof, including railings, are screened by a parapet. The materials used for flat roofs are not regulated by this section.

17.3040.090 Foundations

- A. Concrete block, brick, and poured concrete foundations are permitted.
- B. Rusticated and decorative concrete block are prohibited.
- C. On contributing structures with vertically oriented wood skirting, the wood skirting shall be replaced after a foundation is repaired or replaced.
- D. Textured paint and thin coat stucco may be applied on foundations.
- E. The height of replacement foundations may be altered to improve accessibility.

17.3040.100 Siding

- A. On contributing structures, and for all residential structures in the Historic Commercial Overlay, wood siding is required, and historic siding patterns shall be matched when repairing or replacing siding.
- B. Siding shall be painted; unpainted and stained wood is prohibited.
- C. Decorative shingle patterns are prohibited on contributing structures, unless originally used as documented in the Historic Resources Inventory.
- D. In the Historic ~~residential~~ Residential Overlay, horizontal lap siding with a reveal not exceeding six (6) inches is required, with the exception of board and batten siding comprised of solid sawn wood.
- E. The paint color of siding shall be uniform on all sides of a structure.

17.3040.110 Visible Facades

On contributing structures, the design of the front and side elevations shall be preserved.

17.3040.120 ~~New~~ Additions to Contributing Structures

- A. On contributing structures, new additions may only be placed on the rear elevation. Architectural detailing including roofing, siding, trim, doors and windows shall match the existing structure in design and materials.
- B. ~~On contributing structures, previous additions to the original structure that were added prior to 1921 shall be subject to the same standards and criteria as the original portion of the structure; however, in the event that the addition does not match the original, the exterior features of the addition may be altered to match the original.~~
- C. ~~Additions to contributing structures that were built in 1921 or later may be removed, and following removal, the exterior materials on that portion of the structure must match the remainder of the structure.~~

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17.3040.130 ~~New Construction in the Historic Commercial Overlay District~~ Zone

~~New~~

- A. ~~New structures in the Historic Residential Overlay Zone shall be subject to the design standards in title Section 17.30.020-10040.~~
- B. ~~Paint colors shall be selected from the list in Table _____.~~

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17.3040.140 ~~New Construction in the Historic Residential Overlay Zone~~

~~New structures in the Historic Residential Overlay Zone shall be subject to the design standards in title 17.30.020-100. Height~~

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~~The maximum height of structures is 35 feet.~~

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17.3040.150 Public Right-of-Way

- A. ~~Sidewalks shall be concrete without coloring. The finish shall be broom perpendicular to the path, without troweled areas around the edges.~~
- B. ~~Street lights in the Historic Commercial Overlay shall be lamp style only.~~
- C. ~~Curb cuts for residential properties may not exceed twenty (20) feet in width.~~

17.3040.160 Drive-in and Drive Thru Structures

~~Drive-in and drive-thru commercial structures and businesses are prohibited within the Historic District.~~

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17.40.170 ~~Setbacks~~

A. Residential structures shall be set back a minimum of 10 feet from side lot lines, and a minimum of 20 feet from rear lot lines.

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B. Commercial and mixed use structures shall be set back a minimum of 5 feet from side lot lines, a minimum of 10 feet from rear lot lines, and a maximum of 10 feet from front lot lines.

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17.40.180 Garage Doors

A. Garage doors shall be set back a minimum of 4 feet from the front façade of residential structures.

B. Garage doors may not exceed 8 feet in width.

C. Multiple garage doors shall be separated by a minimum of two feet.

D. On contributing structures and detached garages serving them, visible garage door finish materials must be painted wood. Windows are permitted in garage doors.

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17.40.190 Lots and Parcels

A. In the Historic Residential Overlay, the minimum area is 10,000 square feet.

B. In the Historic Residential Overlay, the minimum width is 50 feet.

C. In the Historic Commercial Overlay, there is no minimum area or depth.

D. In the Historic Commercial Overlay, the minimum width is 50 feet.

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Dear ODOT

Thank you for investigating the traffic speeds on Highway 99E in our area. Your team studied seven segments extending from the rural area north of the City limits south through the City itself, and then further south into the next rural area. We have reviewed the final report of November 6, and this letter is to provide feedback from the City's perspective.

Starting on the north end, the City agrees completely with the recommendations to reduce the speed limits from MP 24.45 to MP 25.15. This segment has geometric, access and grade challenges that restrict sight distance and we appreciate the recognition of these issues.

For one segment in the City (MP 25.15 to MP 25.30), the study proposes to raise the speed limit from 30 to 35 mph which we have no objection to.

At the south end of town (MP 25.70 to MP 25.95), the study recommends leaving the current speed limit of 50 mph in place. The City is concerned that with the residential development, along with the presence of other uses such as the church on the west side of the highway, lower speeds are necessary. However, we are reluctantly willing to defer to ODOT's judgment on this one, with the understanding that as further development occurs in this area, the City is likely to continue urging ODOT to lower the speed limit.

The City of Aurora appreciates the efforts of your traffic engineering team, and we look forward to implementation of the speed limit changes they recommend.

OREGON DEPARTMENT OF TRANSPORTATION

Report Of Speed Zone Investigation

PACIFIC HIGHWAY EAST (OR 99E)

250 feet north of Lone Elder Road (MP 24.45) to 0.26 mi south of Orchard Ave (MP 25.95)

ODOT / City of Aurora

November 6, 2012



Recommendation: Rescind existing SZ Order J8033 dated September 10, 2007 and create the zoning as described below.

<u>Section</u>	<u>MP</u>	<u>Existing</u>	<u>Recommended</u>
<u>Investigated:</u>			
A	From: 250 feet north of Lone Elder Road (MP 24.45) To: 0.08 mi south of Lone Elder Road (MP 24.58)	55 mph	40 mph <u>1/</u>
A	From: 0.08 mi south of Lone Elder Road (MP 24.58) To: 265 ft north of Liberty (MP 24.83)	45 mph	40 mph <u>1/</u>
B	From: 265 ft north of Liberty (MP 24.83) To: 250 feet south of 4 th Street (MP 25.15)	30 mph	25 mph <u>2/</u>
C	From: 250 feet south of 4 th Street (MP 25.15) To: Bobs Avenue (MP 25.30)	30 mph	35 mph <u>2/</u>
C	From: Bobs Avenue (MP 25.30) To: 75 feet south of Orchard Ave (MP 25.70)	35 mph	35 mph <u>2/</u>
D	From: 75 feet south of Orchard Ave (MP 25.70) To: 0.13 mi south of Orchard Ave (MP 25.82)	50 mph	50 mph <u>2/</u>
D	From: 0.13 mi south of Orchard Ave (MP 25.82) To: 0.26 mi south of Orchard Ave (MP 25.95)	50 mph	50 mph <u>1/</u>

1/ ODOT – Road Authority

2/ City of Aurora – Interested Jurisdiction

Historical Background:

Investigation requested by: Greg Taylor, Mayor, City of Aurora.

Requested Speed: Lowering the existing 45 to 35, 30 to 25, 35 to 30, and the 50 to 35.

Previous Action: Established SZ Order J8033 dated September 10, 2007. This order was previously established by the Speed Zone Review Panel.

<u>Investigation:</u>	<u>Section A</u>	<u>Sections B</u>	<u>Sections C</u>	<u>Sections D</u>
Section Length	0.38 mile	0.32 mile	0.55 mile	0.25 mile
85% Speed	49 mph	33 mph	39 mph	52 mph
2011 Crash Rate*	0	2.35	0.78	0
2011 Average Daily Traffic	13500	7300	6400	6400
Culture Type & Density	Moderate Rural	Heavy Business	Light Business	Moderate Rural
Horizontal Alignment	0 curves	1 curve	1 curve	0 curves
Vertical Alignment	Mostly level	Steady Grade	Mostly level	Mostly level
Curve Signs & Speed Rider	None	None	None	None
Existing Posted Speed	45/55 mph	30 mph	30 / 35 mph	50 mph
Recommended Speed	40 mph	25 mph	35 mph	50 mph

<u>Roadway Data</u>	<u>Section A</u>	<u>Sections B</u>	<u>Sections C</u>	<u>Sections D</u>
Surface	Bituminous	Bituminous	Bituminous	Bituminous
Width	25' – 37'	25' – 59'	25'	25'
Lanes	2 <u>4/</u>	2 <u>5/</u>	2	2
Parking	Not Prohibited	Partially Prohibited	Not Prohibited	Not Prohibited
Shoulders	3'–9' Paved	5'–8' Paved BL	6'–13' Paved	7' Paved
Intersecting Streets	1	6	3	0
Paved	1	6	3	0
Stopped	1	5	3	0
Signalized	0	1	0	0
Pedestrian	3	17	7	0
Bikes	7	0	3	0

<u>Accident Data:</u>	<u>Section A</u>	<u>Sections B</u>	<u>Sections C</u>	<u>Sections D</u>
Study Period	1/1/09–12/31/11	1/1/09–12/31/11	1/1/09–12/31/11	1/1/09–12/31/11
Total Accidents	6	9	5	0
Injuries	6	8	1	0
Fatalities	0	0	0	0
2011 Accidents	0	2	1	0
2011 Crash Rate (R)*	0	2.35	0.78	0
2011 State Rate (r) <u>1/</u>	1.80	1.80	1.80	1.80
Deviation (R-r)	0	0.55	0	0

<u>Spot Speed Data:</u>	<u>Section A</u>	<u>Sections B</u>	<u>Sections C</u>	<u>Sections D</u>
85% Speed	49 mph	33 mph	39 mph	52 mph
Pace Limits <u>2/</u>	39 – 48 mph	26 – 35 mph	30 – 39 mph	43 – 52 mph
% in Pace	71%	92%	74%	78%
Maximum Speed	61 mph	43 mph	49 mph	59 mph
Posted Speed	55 / 45 mph	30 mph	30 / 35 mph	50 mph
% Exceeding Posted Speed	3% / 20%	30%	46% / 53%	23%
Computed Speed <u>3/</u>	49 mph	32 mph	39 mph	52 mph
Recommended Speed	40 mph	25 mph	35 mph	50 mph

1/ Rural Minor Arterial

2/ Ten mile-per-hour range containing the largest number of sampled vehicles.

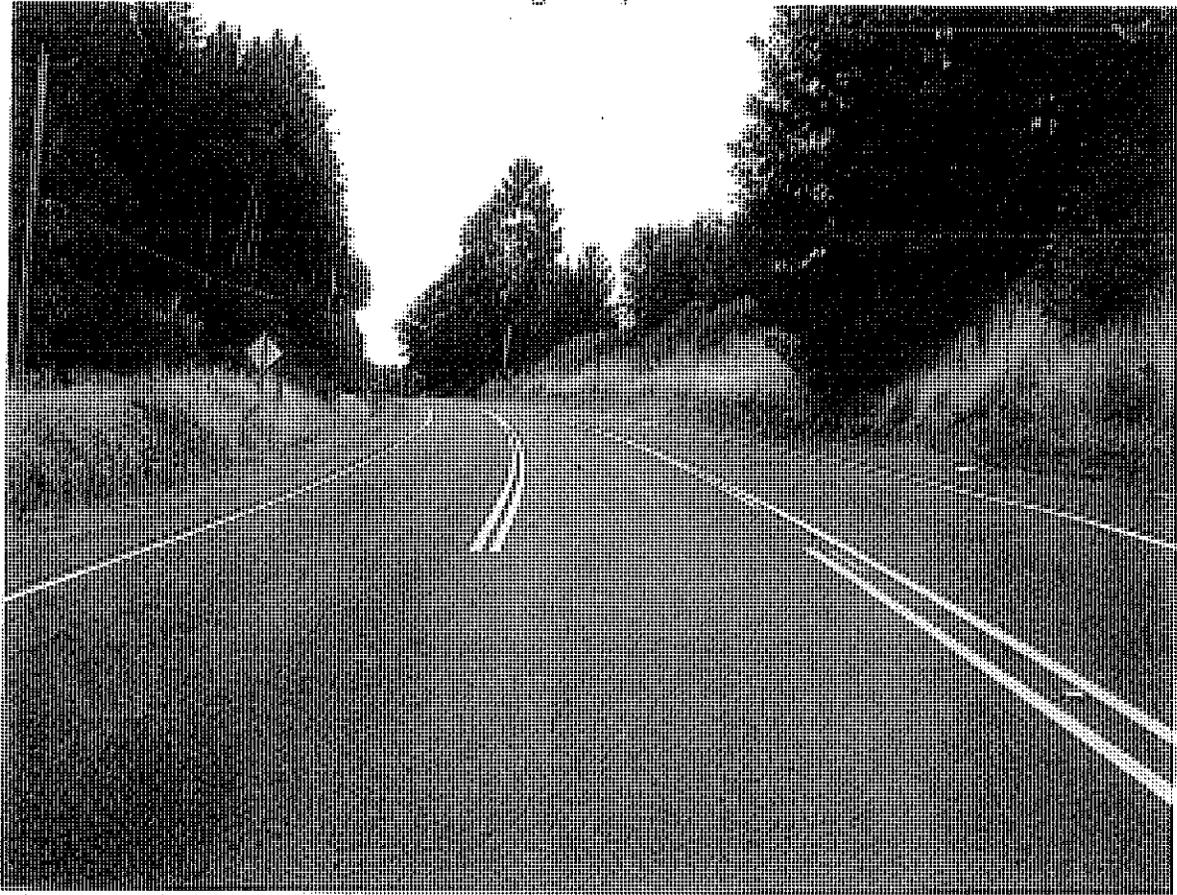
3/ 85% Speed minus deviation

4/ partial LTL

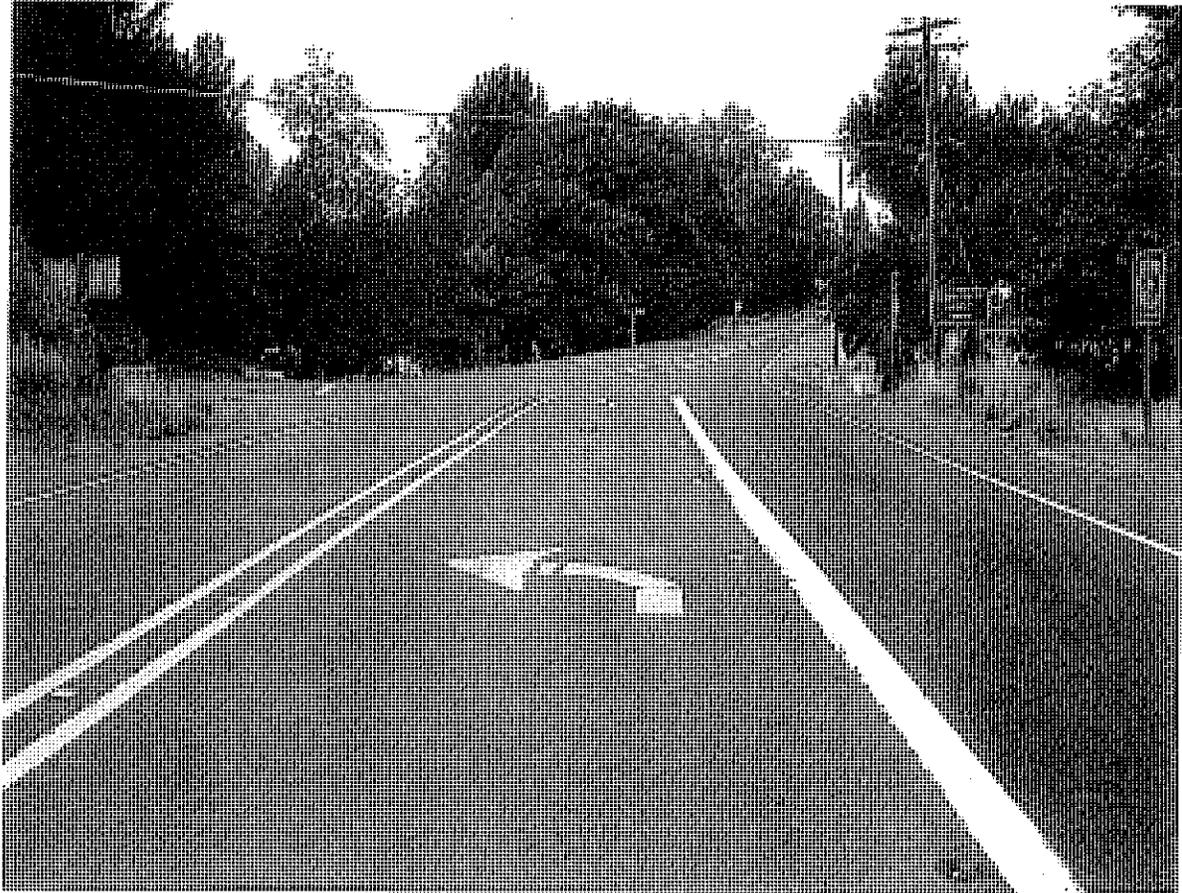
5/ partial continuous CTL / partial LTL, RTL

Factors Influencing Recommendation: 85% Speed, pace limits, culture, and accident rate.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

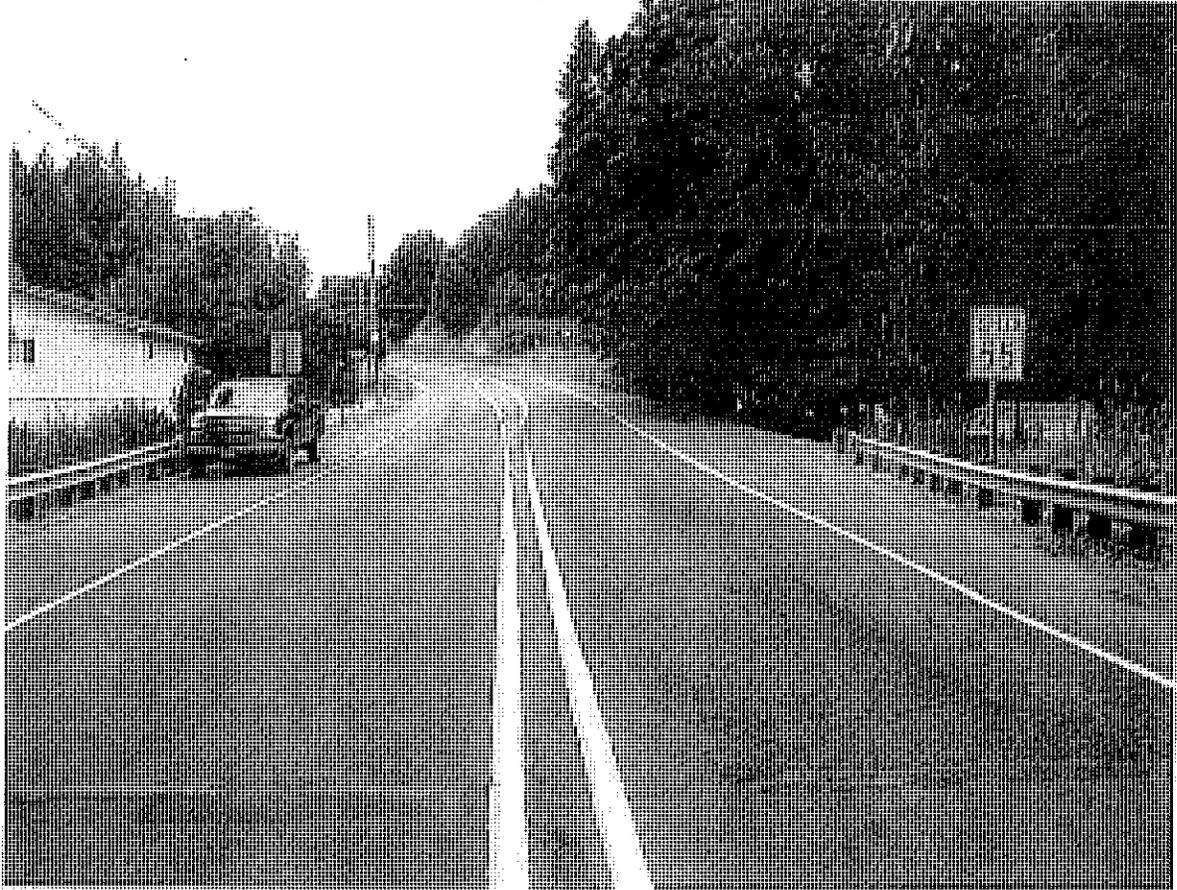


1. Looking north from 130' north of Lewis Elder Road.

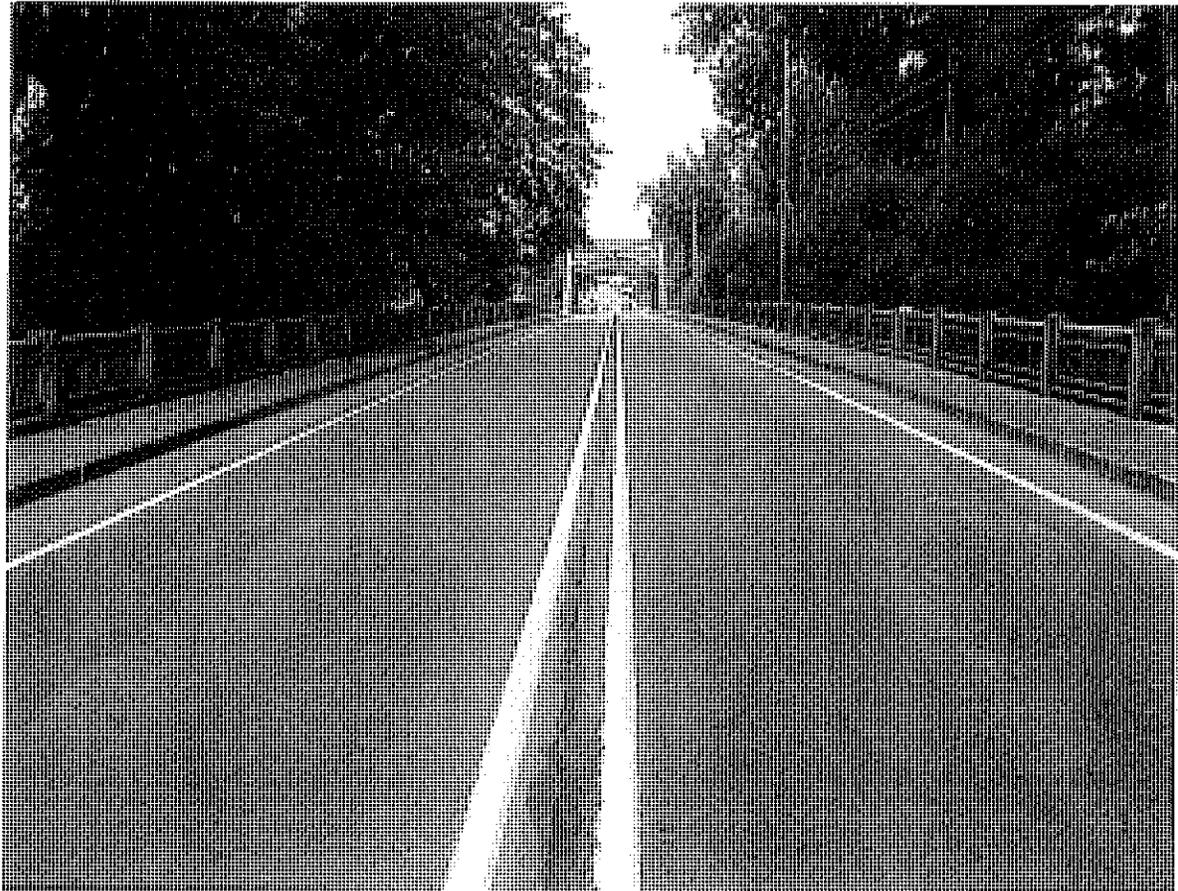


2. Looking south from 130' north of Lewis Elder Road.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

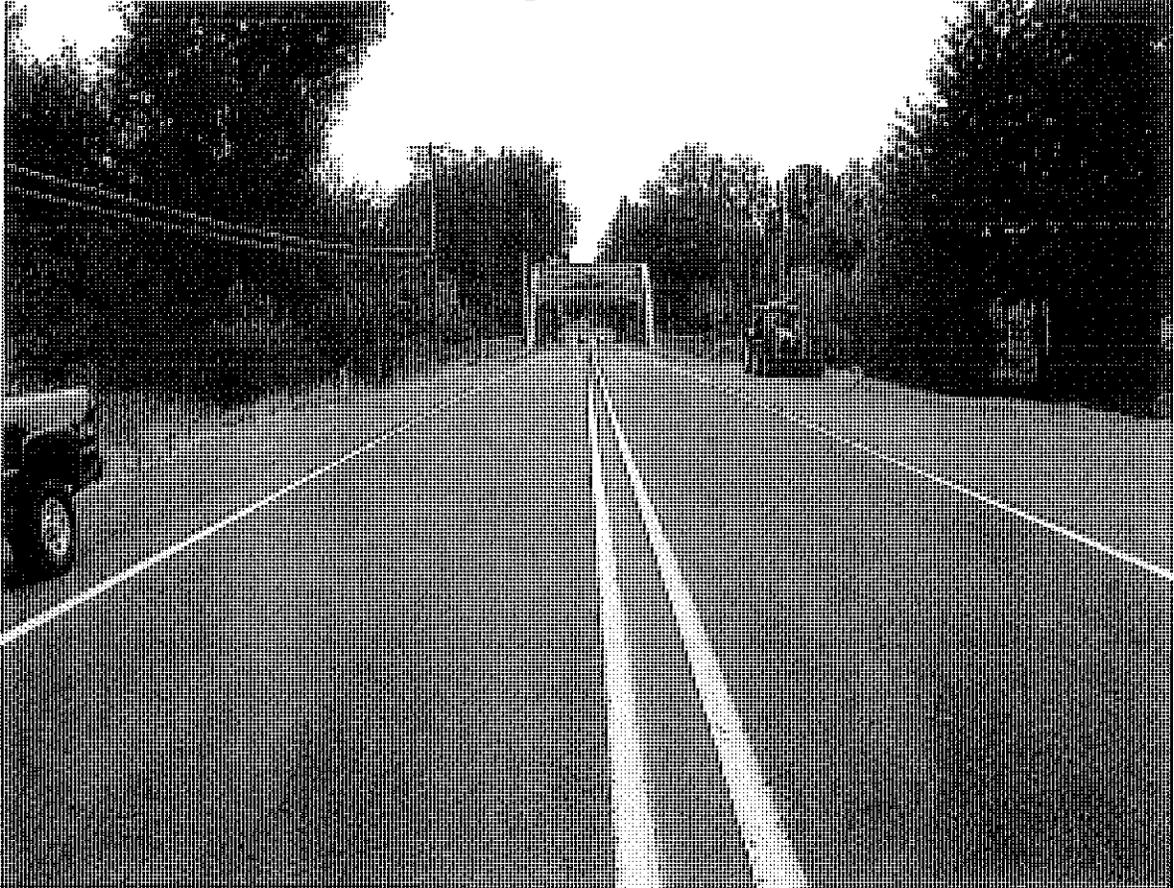


3. Looking north from 400' south of Lane Elder Road.



4. Looking south from 400' south of Lane Elder Road.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

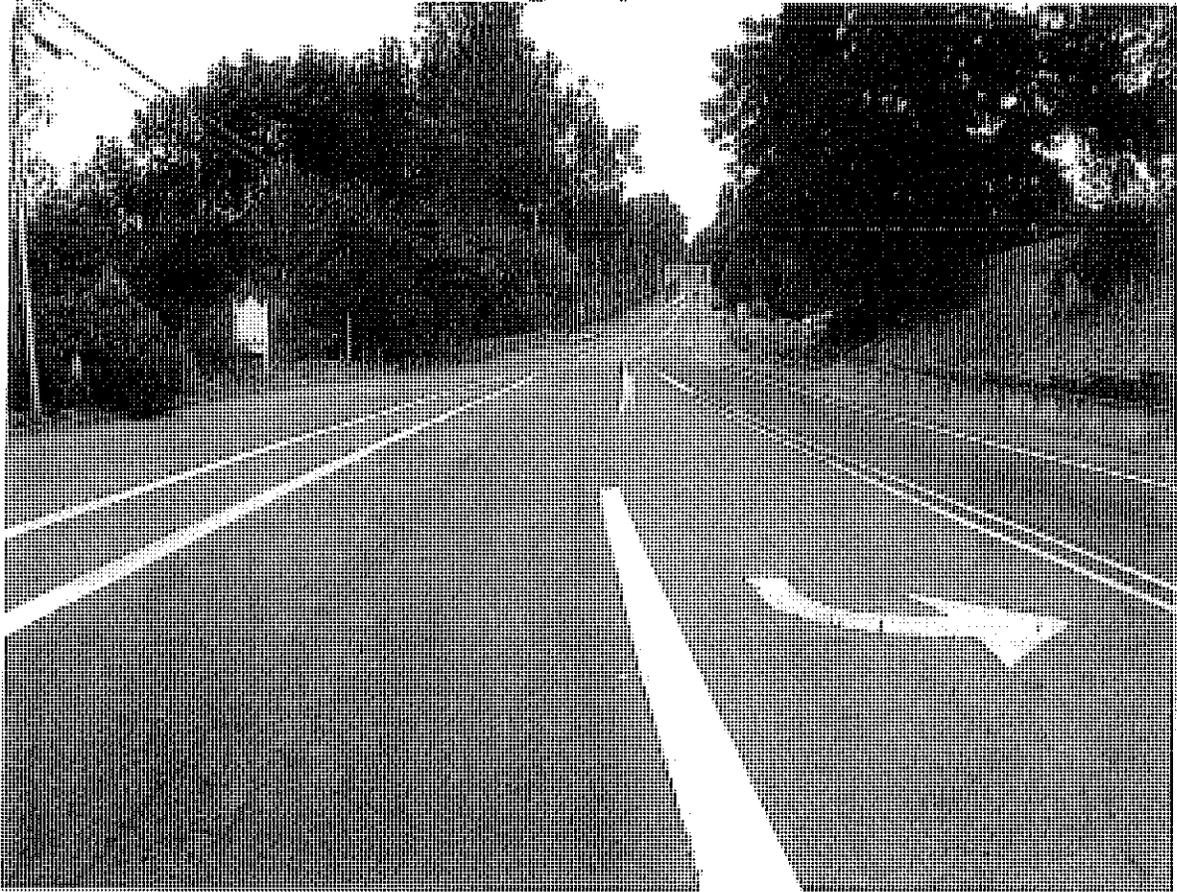


5. Looking north from 250' south of south end of Bridge.



6. Looking south from 250' south of south end of Bridge.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012



7. Looking north from 175' north of Liberty Street.

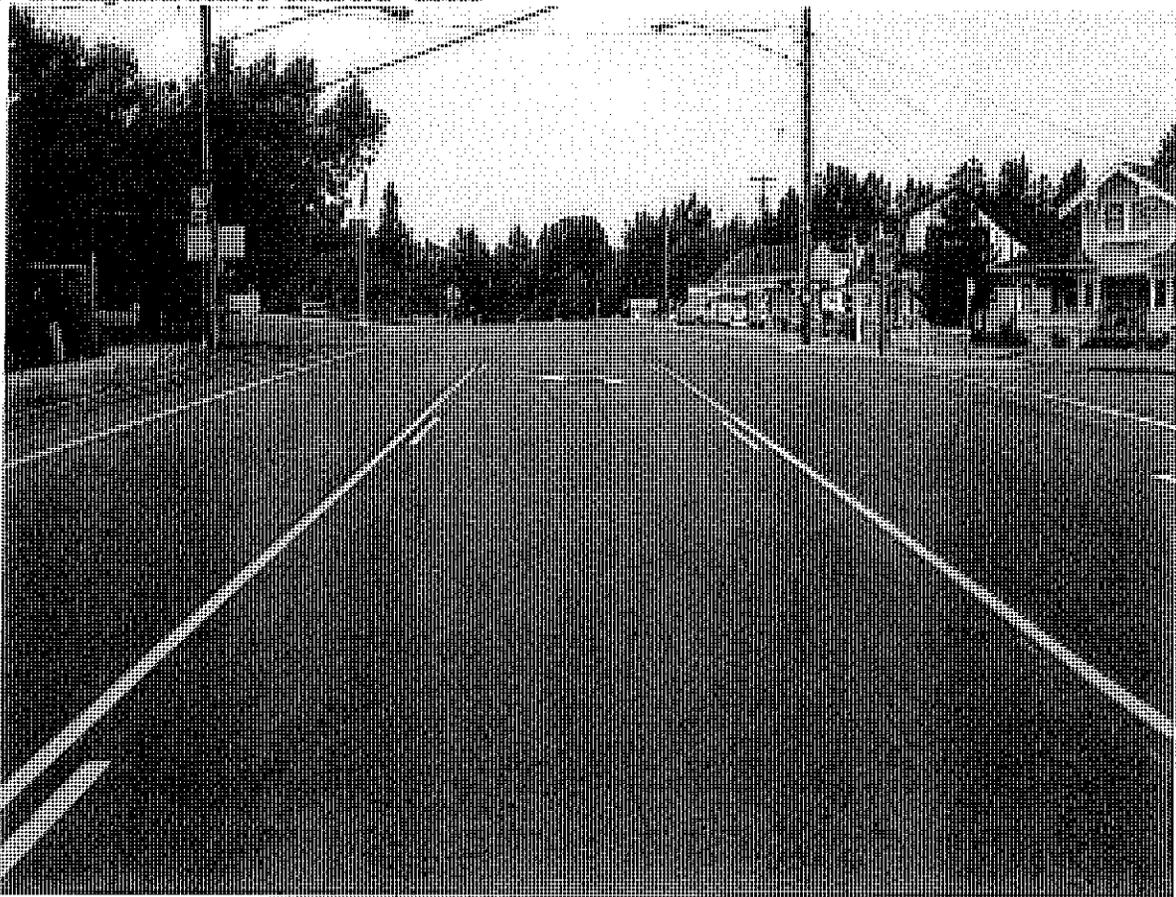


8. Looking north from 175' north of Liberty Street.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

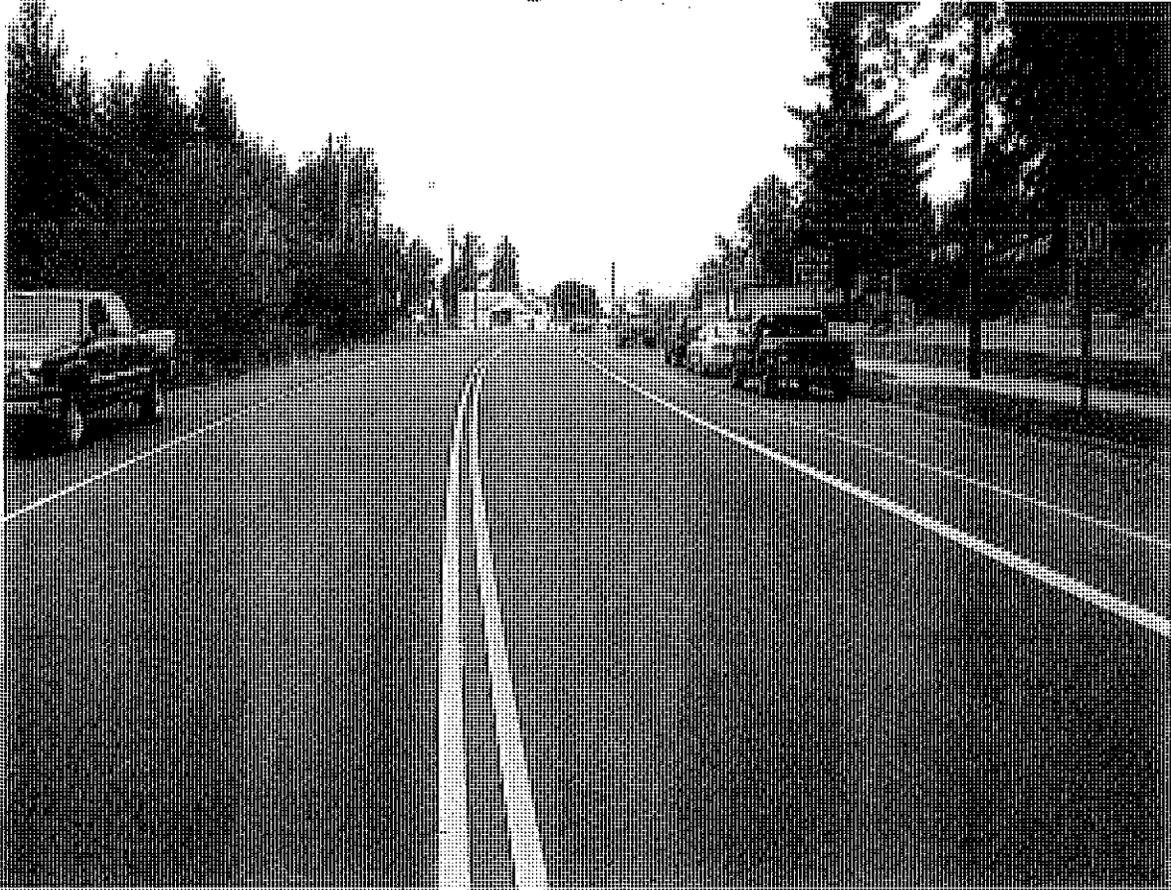


9. Looking north from 50' south of 2nd Street.

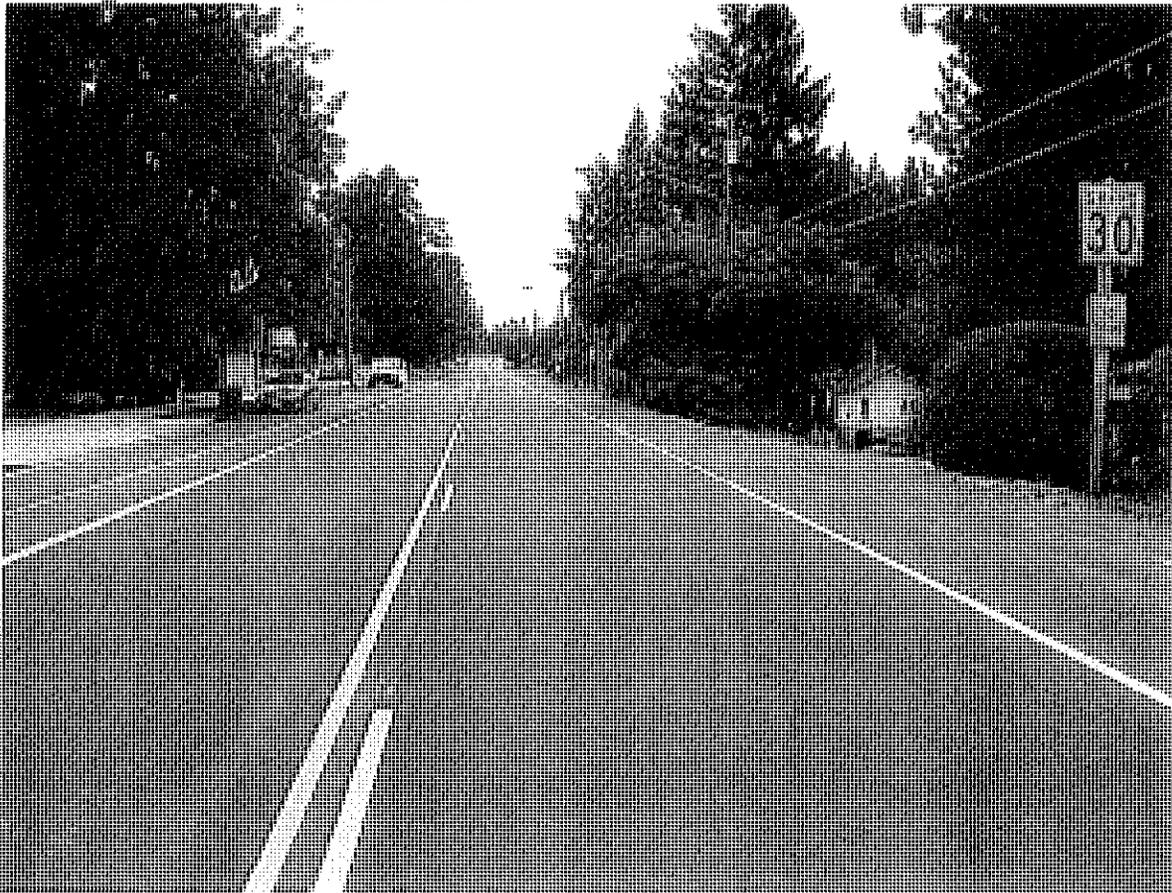


10. Looking south from 50' south of 2nd Street.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

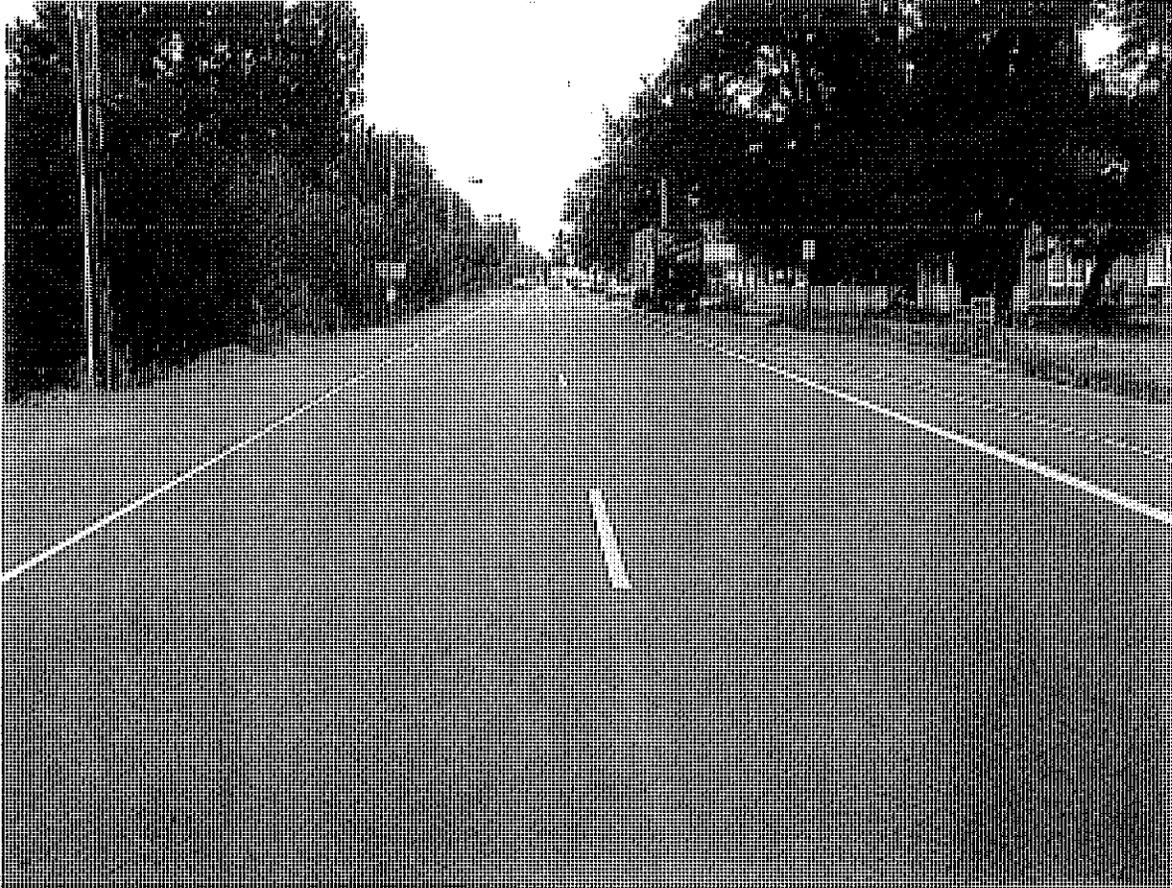


11. Looking north from 300' south of 4th Street.



12. Looking south from 300' south of 4th Street.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

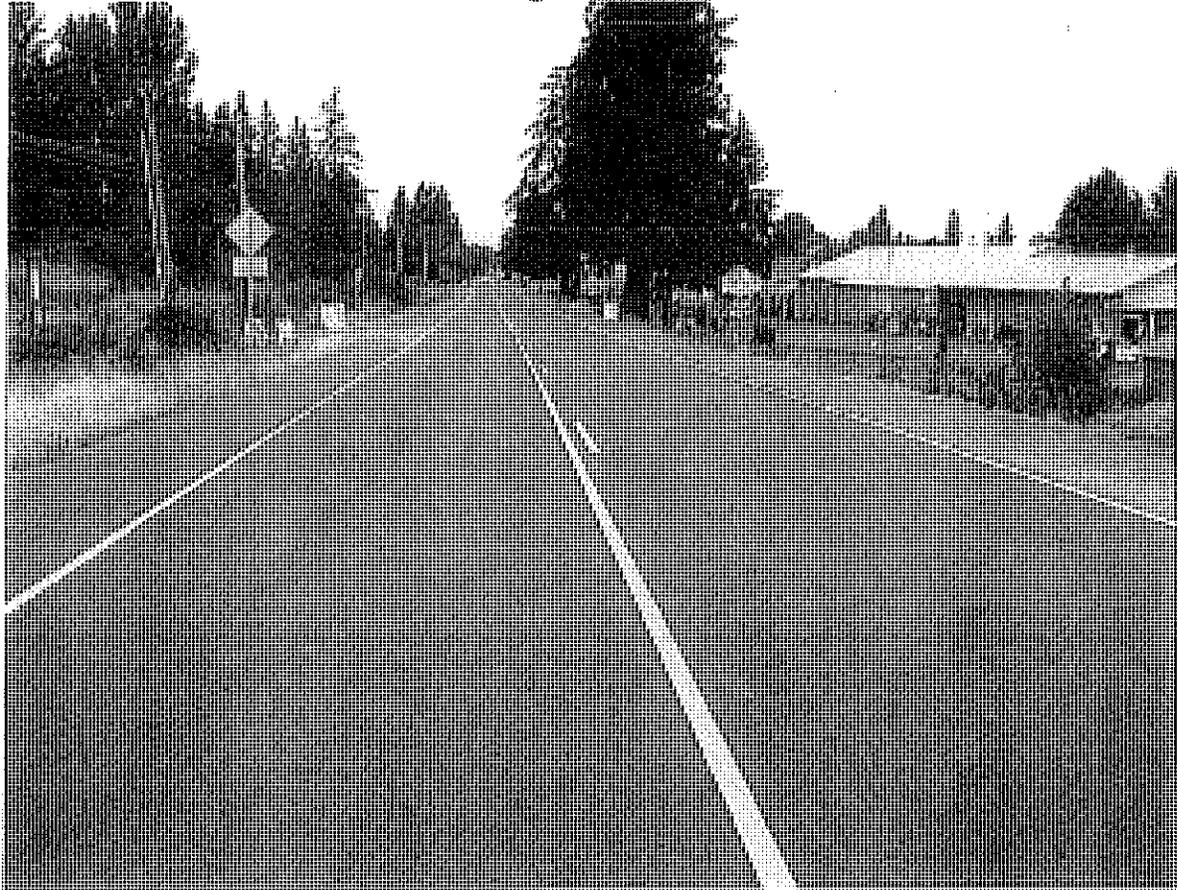


13. Looking north from 80' north of Bobs Avenue.

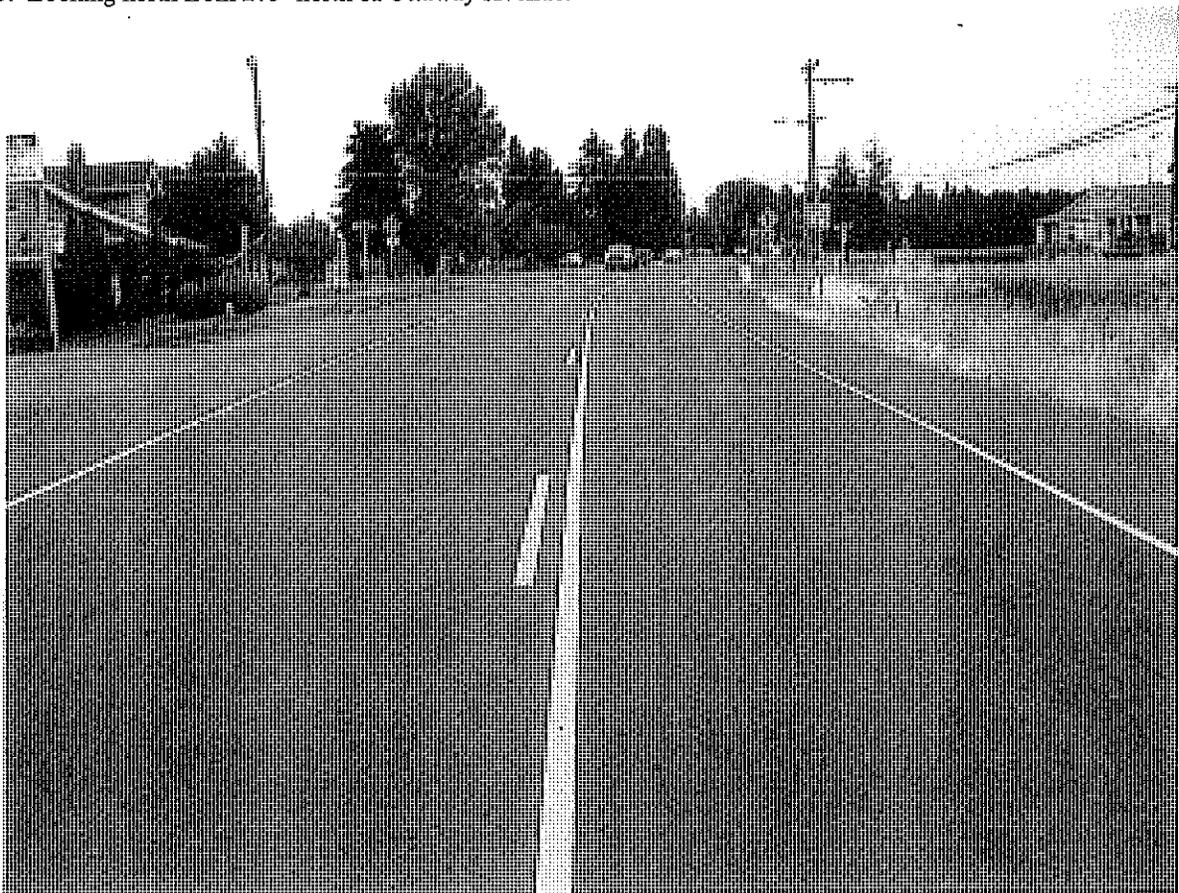


14. Looking south from 80' north of Bobs Avenue.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

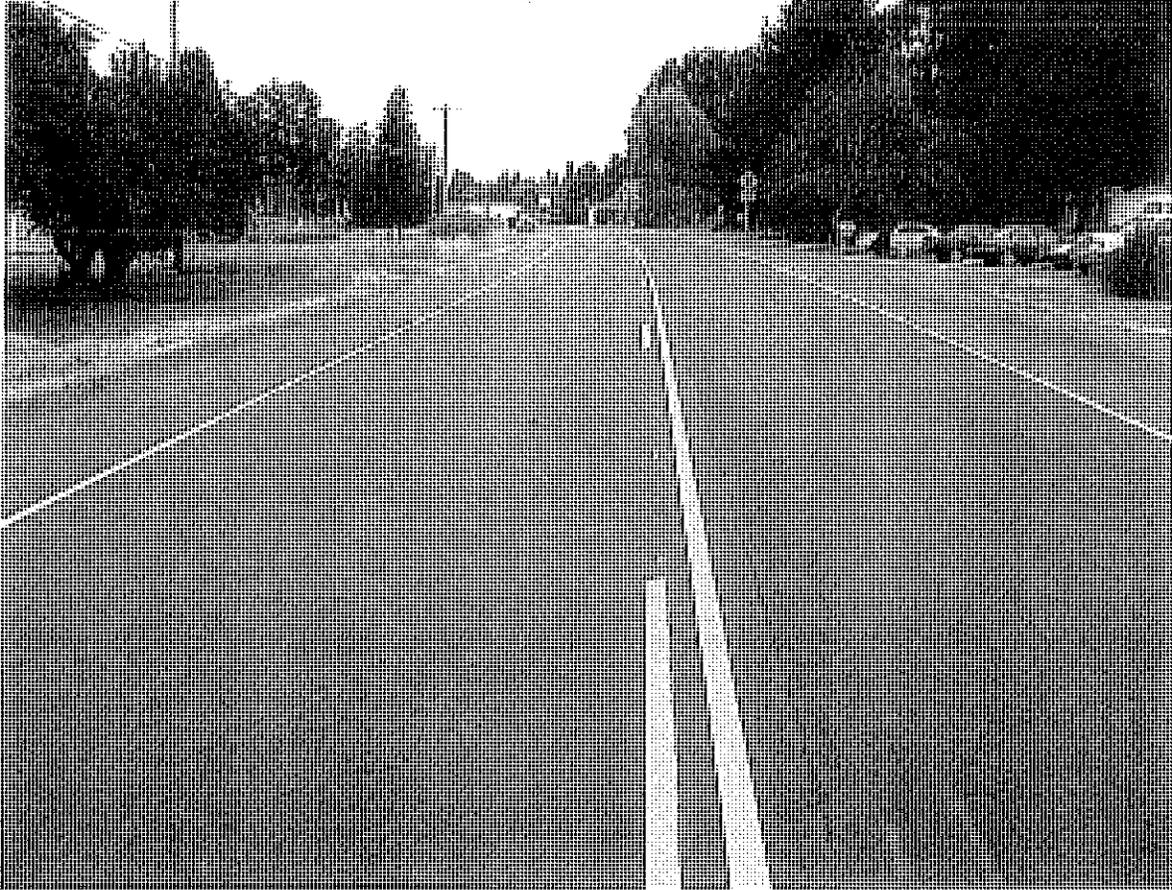


15. Looking north from 275' north of Ottaway Avenue.



16. Looking south from 275' north of Ottaway Avenue.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012



17. Looking north from 300' south of Orchard Avenue.



18. Looking south from 300' north of Orchard Avenue.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

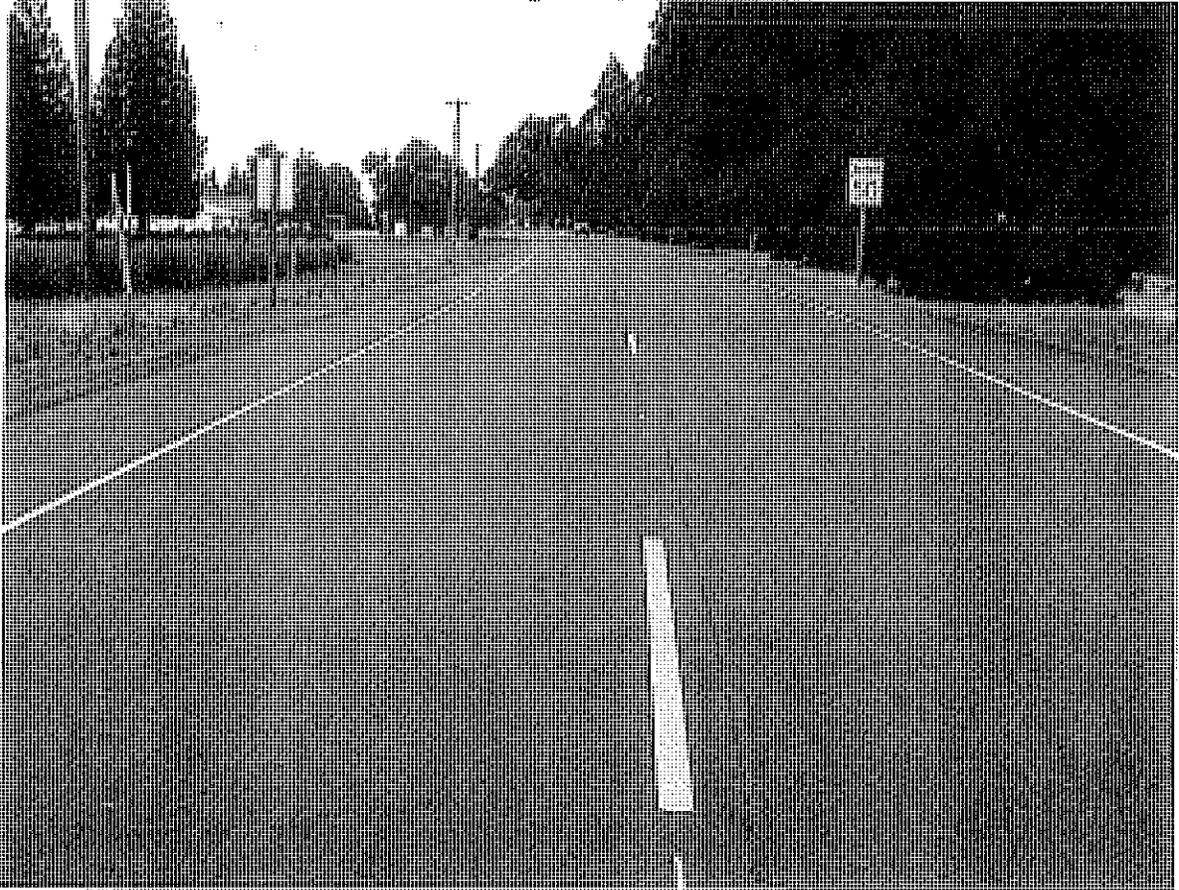


19. Looking north from 0.12 mile south of Orchard Avenue.

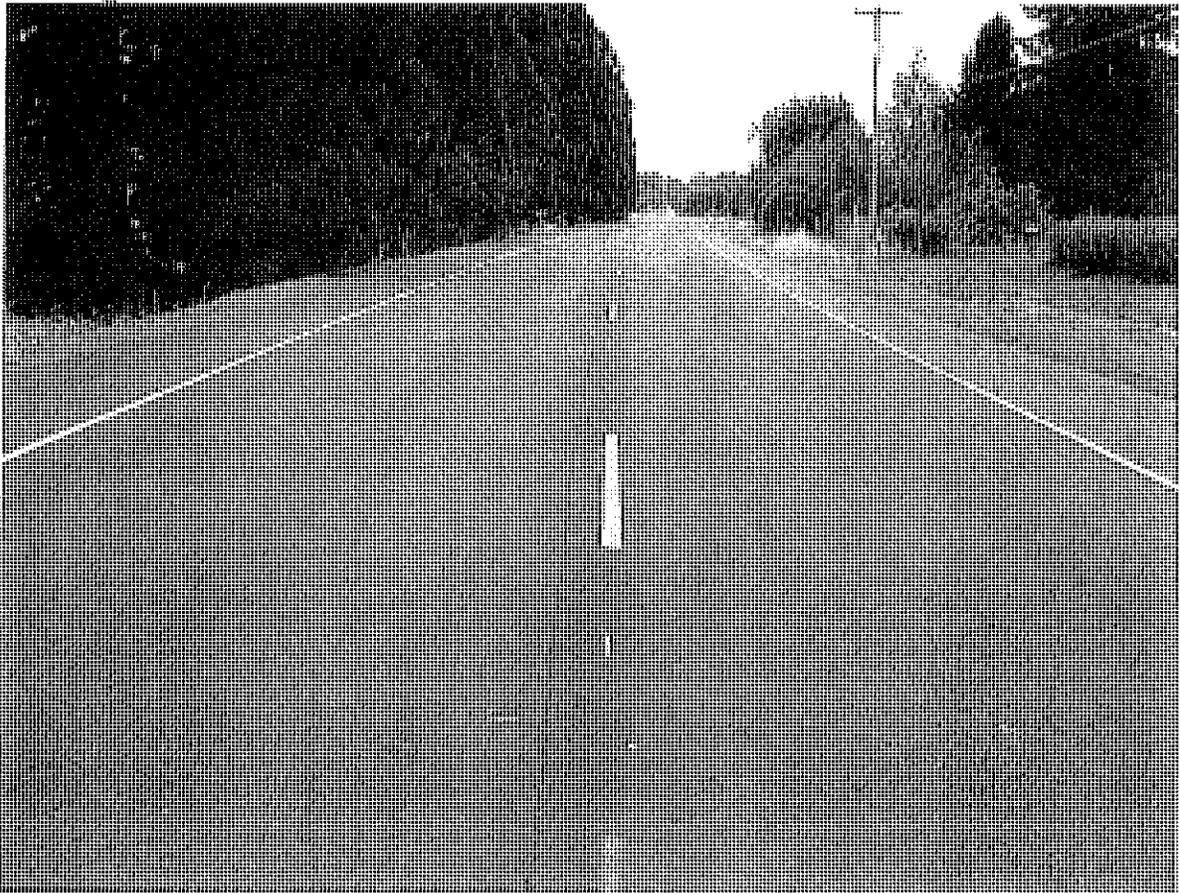


20. Looking south from 0.12 mile south of Orchard Avenue.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012

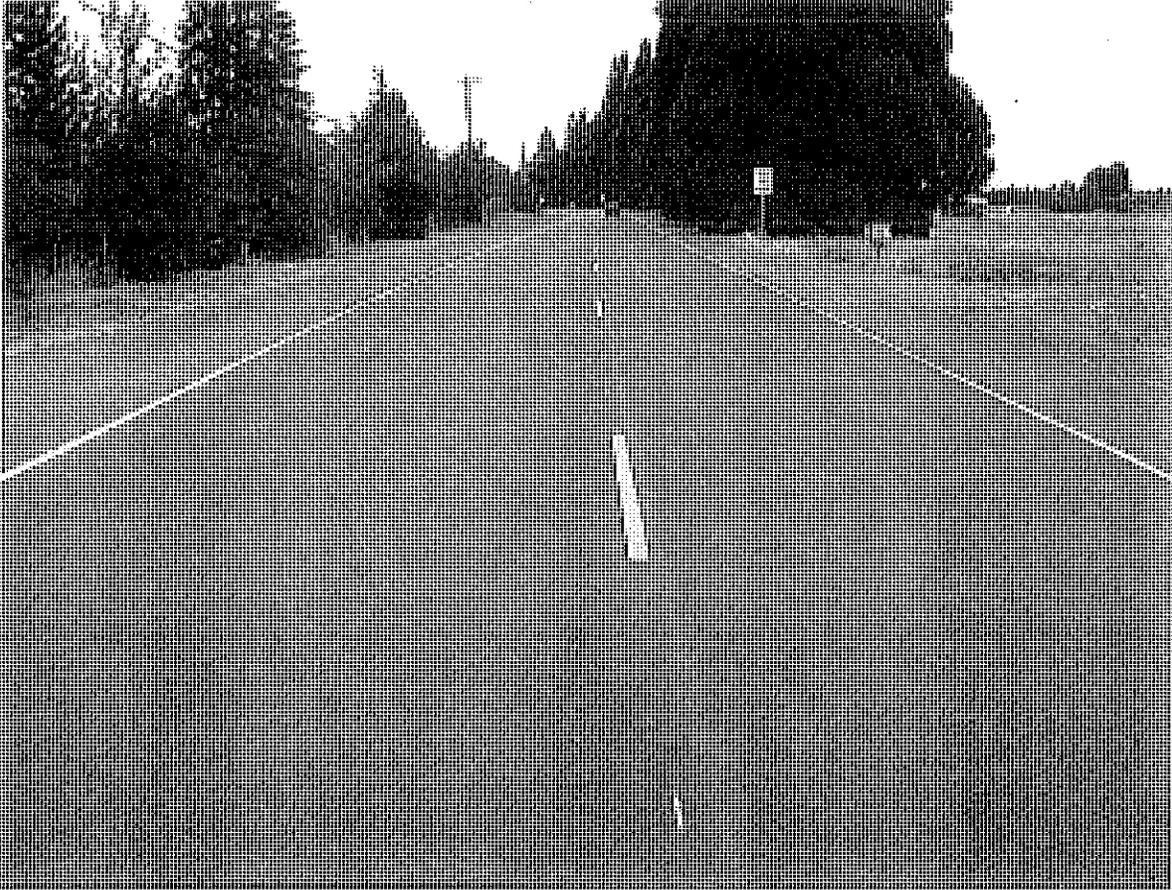


21. Looking north from 0.31 mile south of Orchard Avenue.



22. Looking south from 0.51 mile south of Orchard Avenue.

TYPICAL VIEWS
PACIFIC HIGHWAY EAST (OR 99E)
CITY OF AURORA / OTC
August 21, 2012



23. Looking north from 0.47 mile south of Orchard Avenue.



24. Looking south from 0.47 mile south of Orchard Avenue.

11/21/2012

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 081 ALL ROAD TYPES, MP 24.45 to 24.83 01/01/2009 to 12/31/2011, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INTURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	NON-PROPERTY DAMAGE ONLY												
YEAR: 2009														
FIXED / OTHER OBJECT	0	0	1	1	1	0	0	0	1	0	1	0	0	1
REAR-END	0	1	1	1	2	0	2	0	2	0	1	1	0	0
TURNING MOVEMENTS	0	2	1	1	3	0	4	0	3	0	1	2	3	0
YEAR 2009 TOTAL	0	3	3	3	6	0	6	0	6	0	3	3	3	1
FINAL TOTAL	0	3	3	3	6	0	6	0	6	0	3	3	3	1

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

A

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Highway 081 ALL ROAD TYPES, MP 24.84 to 25.15 01/01/2009 to 12/31/2011, Both Add and Non-Add mileage

COLLISION TYPE	NON-PROPERTY										INTER-SECTION RETAIATED	OFF-ROAD		
	FATAL CRASHES	FATAL CRASHES	DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY			DARK	
YEAR: 2011														
HEAD-ON	0	1	0	1	0	2	0	1	0	1	0	0	0	0
REAR-END	0	0	1	1	0	0	0	0	1	1	0	0	0	0
YEAR 2011 TOTAL	0	1	1	2	0	2	0	1	1	2	0	0	0	0
YEAR: 2010														
FIXED / OTHER OBJECT	0	1	0	1	0	2	0	1	0	1	0	0	0	1
REAR-END	0	1	1	2	0	1	0	2	0	2	0	1	1	0
TURNING MOVEMENTS	0	1	0	1	0	2	0	0	1	0	1	1	0	0
YEAR 2010 TOTAL	0	3	1	4	0	5	0	3	1	3	1	2	1	1
YEAR: 2009														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	1
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2009 TOTAL	0	1	2	3	0	1	0	3	0	3	0	2	0	1
FINAL TOTAL	0	5	4	9	0	8	0	7	2	8	1	4	1	2

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B

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
Highway 081 ALL ROAD TYPES, MP 25.16 to 25.70 01/01/2009 to 12/31/2011, Both Add and Non-Add mileage

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	FATAL CRASHES	DAMAGE ONLY CRASHES	TOTAL CRASHES											
YEAR: 2011	0	0	1	1	2	0	0	0	1	0	1	0	1	0	0
REAR-END	0	0	1	1	2	0	0	0	1	0	1	0	1	0	0
YEAR 2011 TOTAL	0	0	1	1	2	0	0	0	1	0	1	0	1	0	0
YEAR: 2010	0	0	1	1	2	0	0	0	1	0	1	0	0	0	1
FIXED / OTHER OBJECT	0	0	1	1	2	0	0	0	1	0	1	0	0	0	1
REAR-END	0	0	1	1	2	0	0	0	1	0	1	0	0	0	0
YEAR 2010 TOTAL	0	0	1	1	2	0	0	0	1	0	1	0	0	0	1
YEAR: 2009	0	0	1	1	2	0	0	0	1	0	1	0	0	1	0
REAR-END	0	0	1	1	2	0	0	0	1	0	1	0	0	1	0
YEAR 2009 TOTAL	0	0	1	1	2	0	0	0	1	0	1	0	0	1	0
FINAL TOTAL	0	0	1	1	2	0	0	0	1	0	1	0	1	1	1

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

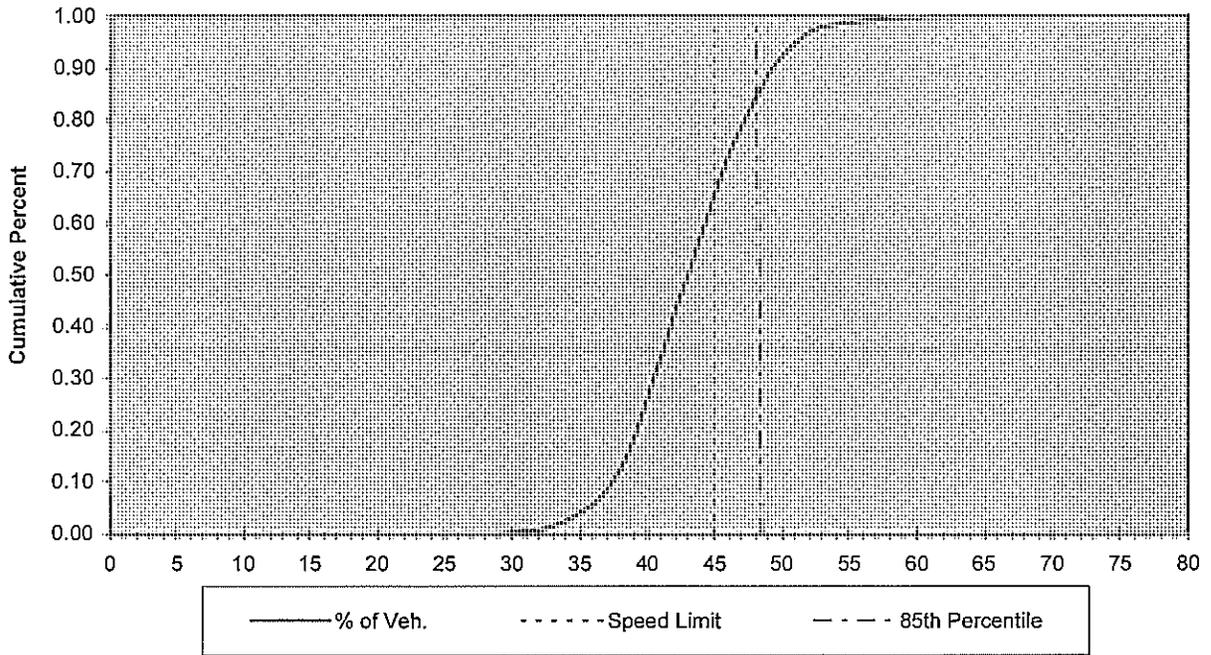
Highway 081 ALL ROAD TYPES, MP 25.71 to 25.95 01/01/2009 to 12/31/2011, Both Add and Non-Add mileage

COLLISION TYPE	NON-PROPERTY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	DAMAGE ONLY										
FINAL TOTAL												

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Oregon Department of Transportation

Roadway: 99 E Date: Various
 City: Aurora Time: Various
 County: Location: Combined A Weather: NA
 Direction of Travel: N-S



	MPH N	Averaged	MPH -S
# of Vehicles	333	604	271
85th % Speed	48	49	49
Pace Limits	39 - 48	39 - 48	39 - 48
% In Pace	76%	71%	66%
Mean Speed	43.55	43.66	43.77
Median Speed	43	43	43
Std. Dev.	4.46	4.75	5.09
Max Speed	61	61	58
Posted Speed	45	45	45
% Exceeding Posted	33%	34%	35%

Oregon Department of Transportation

Roadway: 99E

Date: 8/6/2012

City: Aurora

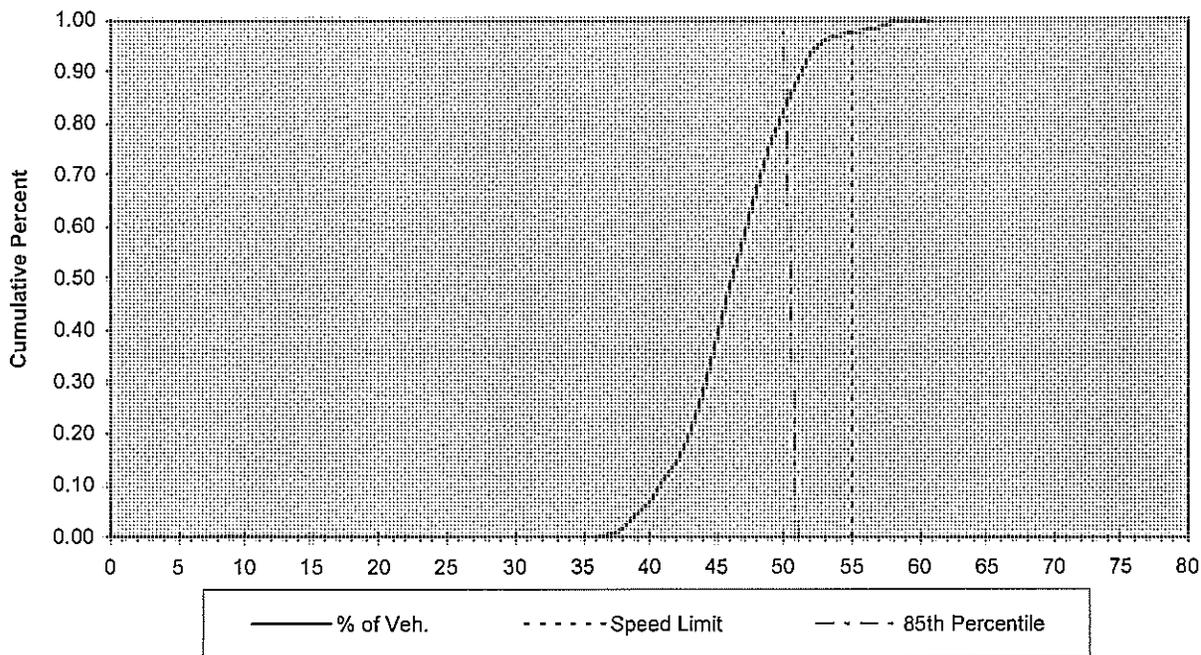
Time: 11:30 AM - 12:30 PM

County:

Location: 75 S LONE ELDER

Weather: SUNNY

Direction of Travel: N-S



	MPH	Averaged	MPH
	N		-S
# of Vehicles	109	202	93
85th % Speed	50	51	52
Pace Limits	41 - 50	42 - 51	43 - 52
% In Pace	80%	79%	78%
Mean Speed	46.20	46.83	47.45
Median Speed	46	46.5	47
Std. Dev.	4.01	4.11	4.14
Max Speed	61	61	58
Posted Speed	55	55	55
% Exceeding Posted	2%	3%	3%

Oregon Department of Transportation

A

Roadway: 99 E

Date: 8/2/2012

City: Aurora

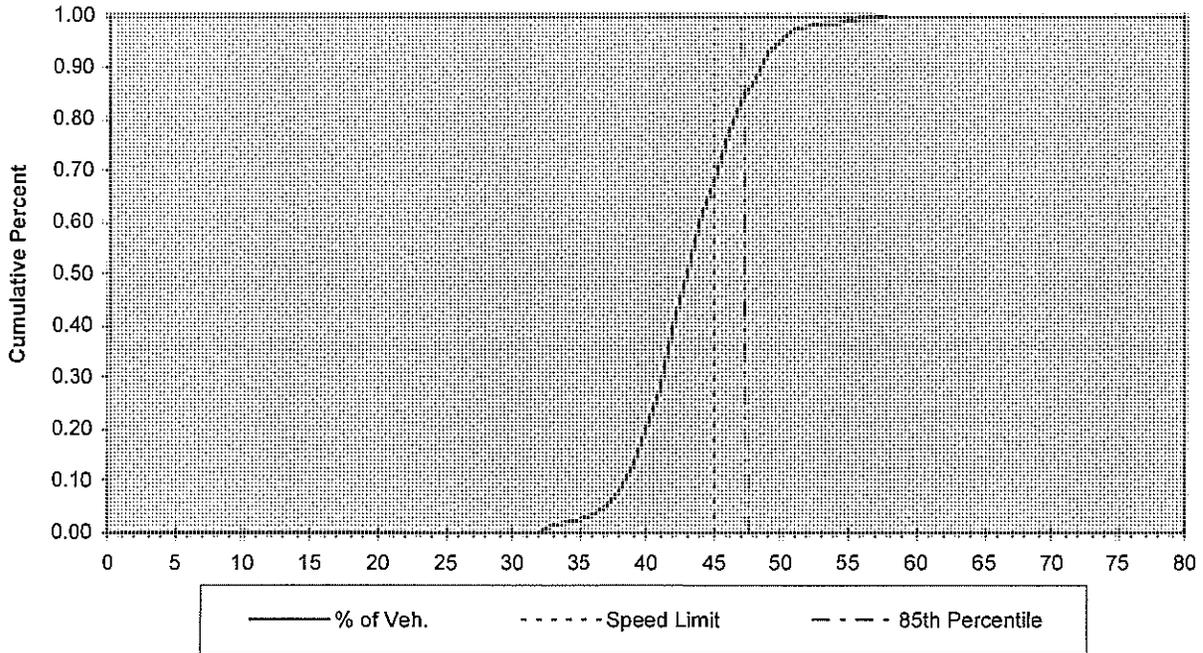
Time: 1:25 PM - 2:25 PM

County:

Location: @ CL OF BRIDGE

Weather: SUNNY

Direction of Travel: S-N



	MPH	Averaged	MPH
	S		-N
# of Vehicles	94	202	108
85th % Speed	47	48	48
Pace Limits	38 - 47	39 - 48	40 - 49
% In Pace	80%	83%	86%
Mean Speed	42.97	43.63	44.30
Median Speed	42	43	44
Std. Dev.	4.49	4.08	3.60
Max Speed	58	58	55
Posted Speed	45	45	45
% Exceeding Posted	26%	31%	37%

Oregon Department of Transportation

A

Roadway: 99E

Date: 8/2/2012

City: Aurora

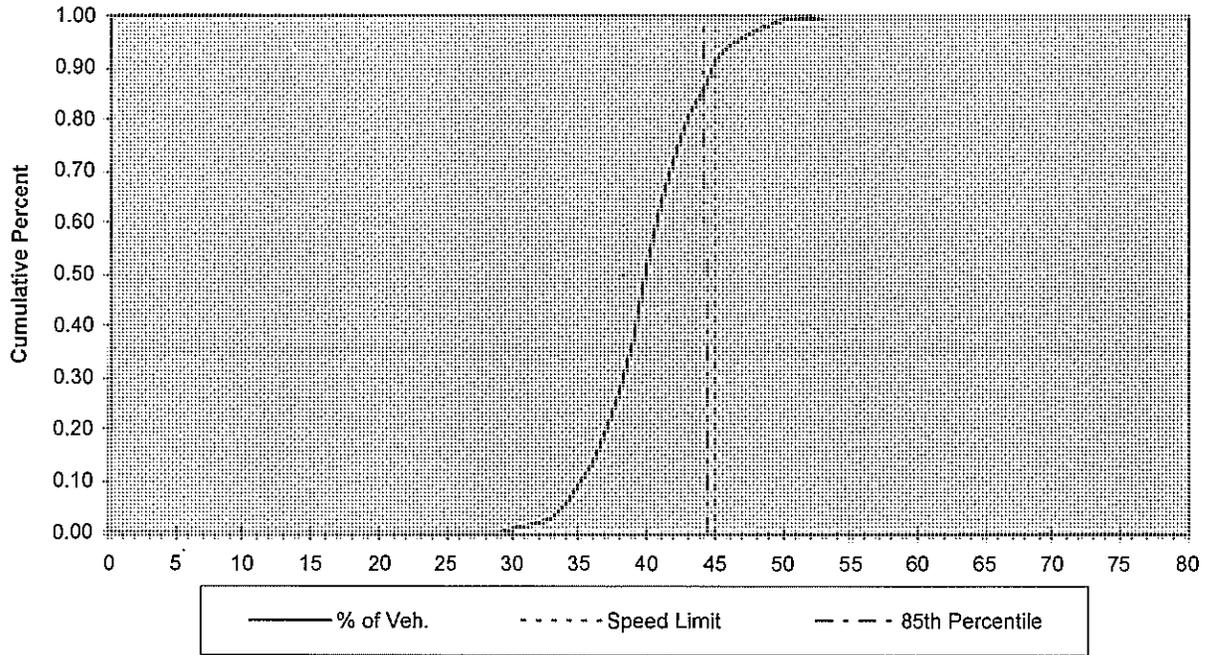
Time: 11:10 AM - 12:10 PM

County:

Location: 750 N 1ST

Weather: SUNNY

Direction of Travel: N-S



	MPH N	Averaged	MPH -S
# of Vehicles	116	200	84
85th % Speed	44	45	45
Pace Limits	37 - 46	36 - 45	35 - 44
% In Pace	85%	84%	82%
Mean Speed	40.35	40.48	40.61
Median Speed	41	40.5	40
Std. Dev.	3.59	3.79	4.07
Max Speed	50	53	53
Posted Speed	45	45	45
% Exceeding Posted	5%	9%	12%

Oregon Department of Transportation

B

Roadway: 99 E

Date: 7/31/2012

City: Aurora

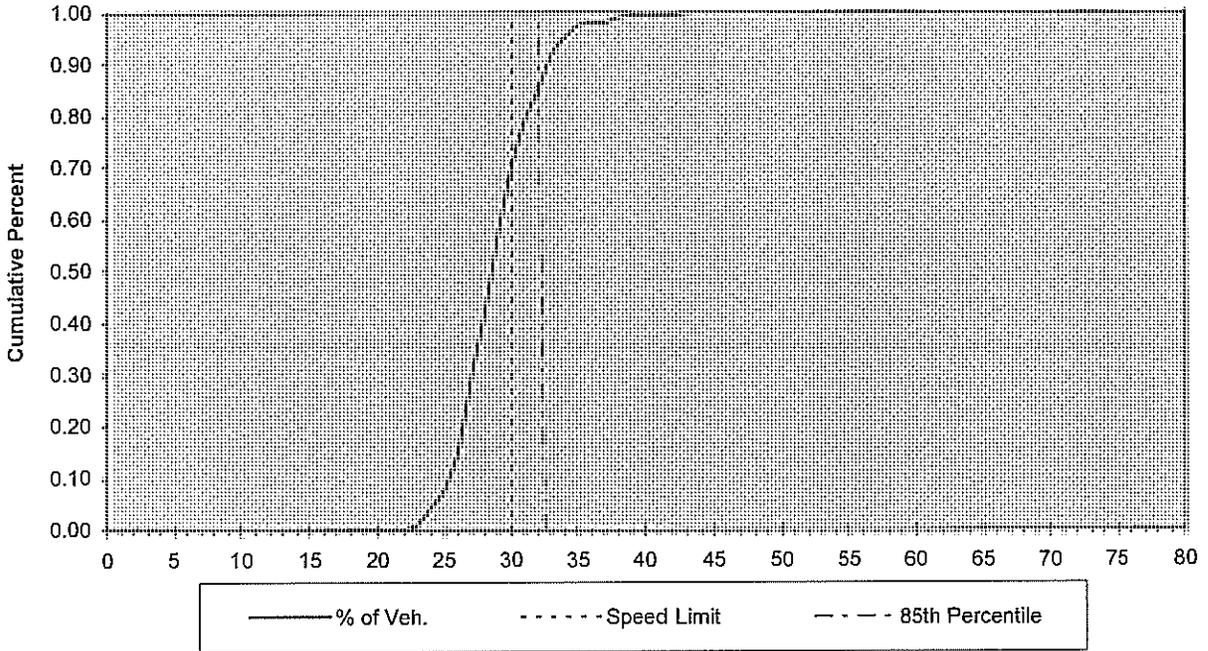
Time: 1:00 PM - 2:15 PM

County:

Location: @ 3RD ST

Weather: SUNNY

Direction of Travel: N-S

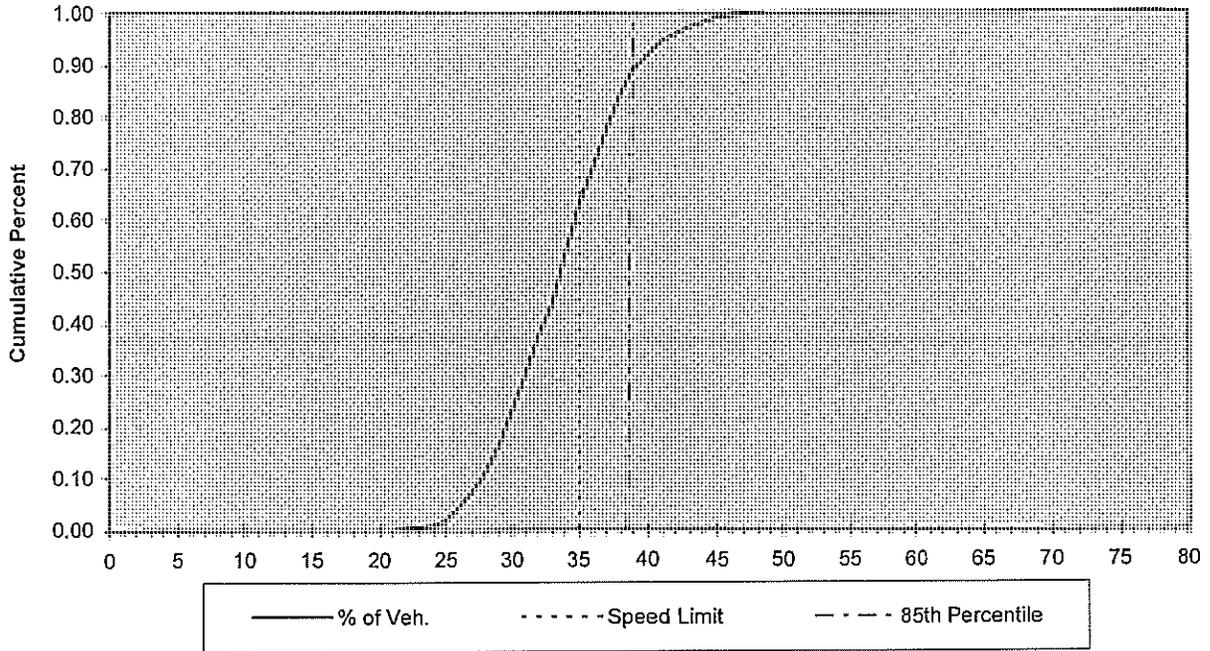


	MPH N	Averaged	MPH -S
# of Vehicles	116	212	96
85th % Speed	32	33	33
Pace Limits	25 - 34	26 - 35	26 - 35
% In Pace	95%	92%	89%
Mean Speed	29.09	29.33	29.58
Median Speed	29	29	29
Std. Dev.	2.95	3.03	3.12
Max Speed	43	43	38
Posted Speed	30	30	30
% Exceeding Posted	26%	30%	34%

C

Oregon Department of Transportation

Roadway: 99 E Date: Various
 City: Aurora Time: Various
 County: Location: Section C - combined Weather: LT CLOUDS
 Direction of Travel: S-N



	MPH S	Averaged	MPH -N
# of Vehicles	300	617	317
85th % Speed	39	39	38
Pace Limits	30 - 39	30 - 39	29 - 38
% In Pace	78%	74%	70%
Mean Speed	34.68	34.16	33.64
Median Speed	35	34.5	34
Std. Dev.	4.33	4.60	4.79
Max Speed	49	49	47
Posted Speed	35	35	35
% Exceeding Posted	42%	38%	33%

C

Roadway: 99 E

Date: 8/6/2012

City: Aurora

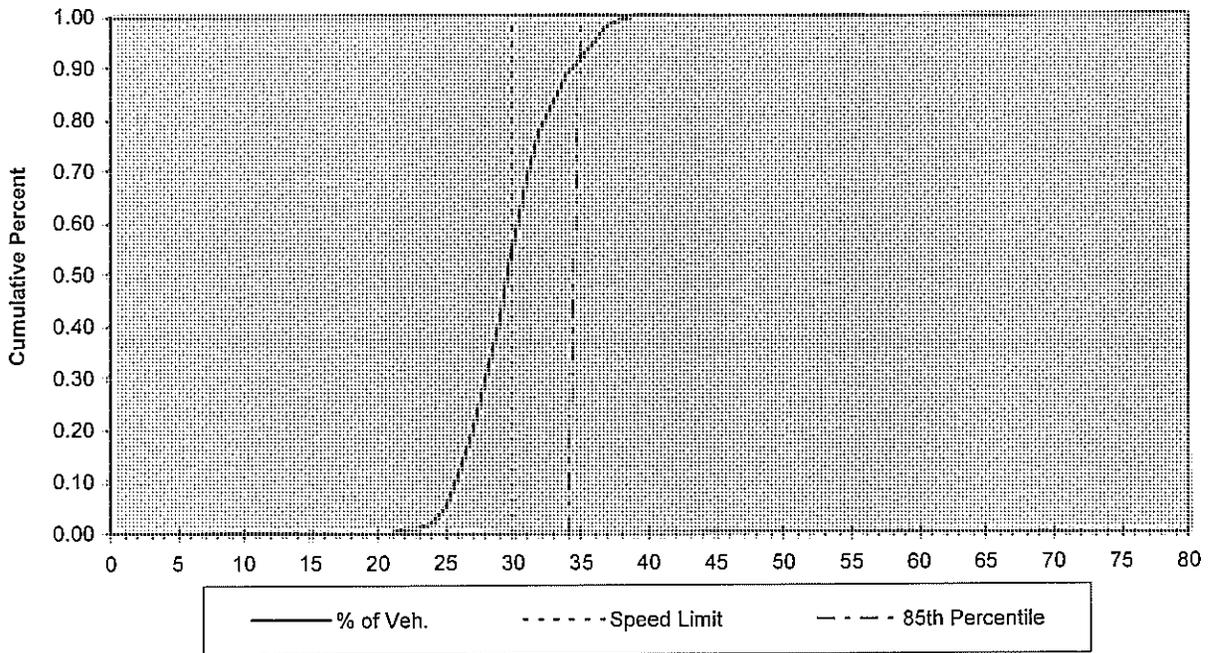
Time: 1:30 PM - 3:00 PM

County:

Weather: SUNNY

Location: 250 S 4TH

Direction of Travel: S-N



	MPH S	Averaged	MPH -N
# of Vehicles	95	213	118
85th % Speed	35	34	33
Pace Limits	28 - 37	27 - 36	25 - 34
% In Pace	89%	90%	91%
Mean Speed	31.29	30.42	29.54
Median Speed	31	30	29
Std. Dev.	3.07	3.27	3.23
Max Speed	39	39	39
Posted Speed	30	30	30
% Exceeding Posted	59%	46%	33%

Oregon Department of Transportation

C

Roadway: 99E

Date: 8/2/2012

City: Aurora

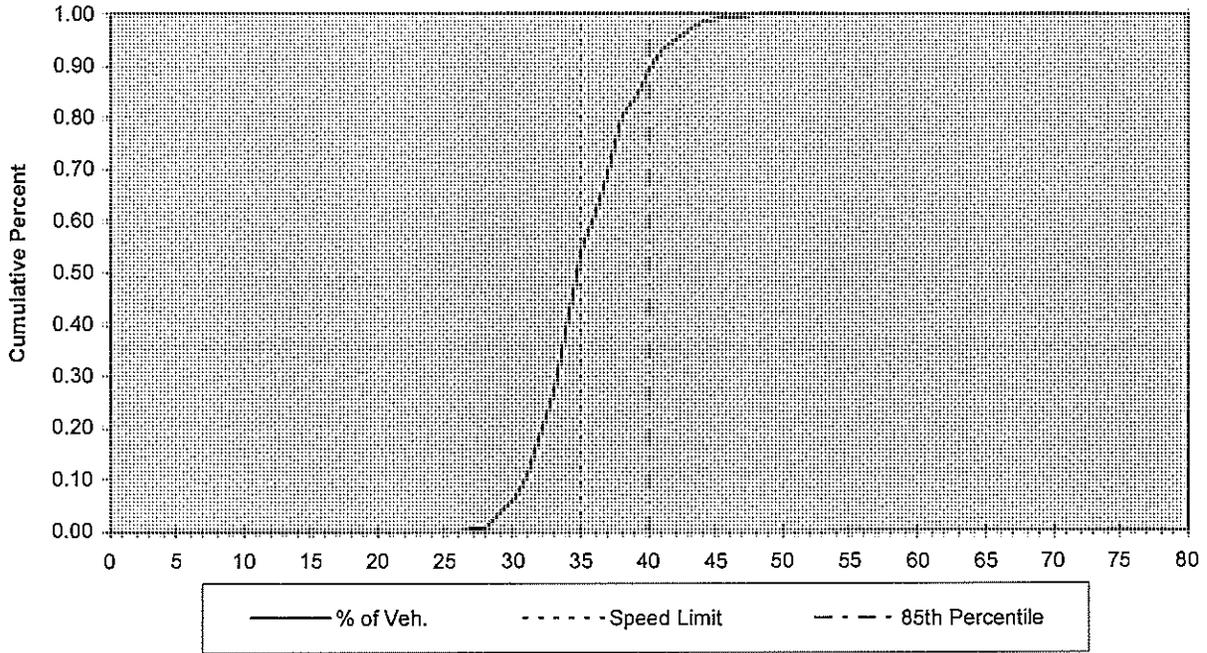
Time: 9:45 AM - 10:50 AM

County:

Location: 500 S BOBS

Weather: SUNNY

Direction of Travel: N-S



	MPH N	Averaged	MPH -S
# of Vehicles	95	201	106
85th % Speed	40	40	40
Pace Limits	32 - 41	32 - 41	31 - 40
% In Pace	83%	84%	85%
Mean Speed	35.61	35.73	35.84
Median Speed	35	35.5	36
Std. Dev.	3.62	3.70	3.78
Max Speed	44	48	48
Posted Speed	35	35	35
% Exceeding Posted	41%	46%	50%



Roadway: 99 E

Date: 7/31/2012

City: Aurora

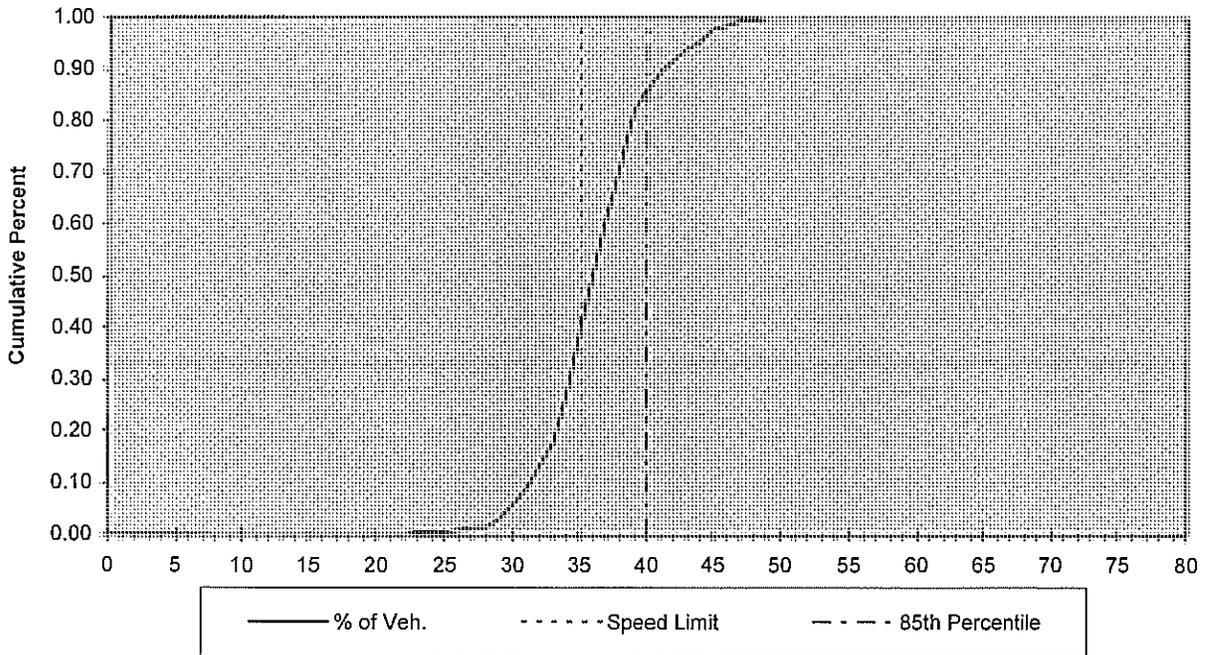
Time: 10:55 AM - 12:10 PM

County:

Location: @ OTTAWAY

Weather: LT CLOUDS

Direction of Travel: S-N



	MPH S	Averaged	MPH -N
# of Vehicles	99	203	104
85th % Speed	40	40	40
Pace Limits	32 - 41	32 - 41	31 - 40
% In Pace	83%	82%	81%
Mean Speed	36.69	36.59	36.50
Median Speed	37	36.5	36
Std. Dev.	4.02	3.98	3.96
Max Speed	49	49	47
Posted Speed	35	35	35
% Exceeding Posted	63%	61%	59%

D

Roadway: 99 E

Date: 7/30/2012

City: Aurora

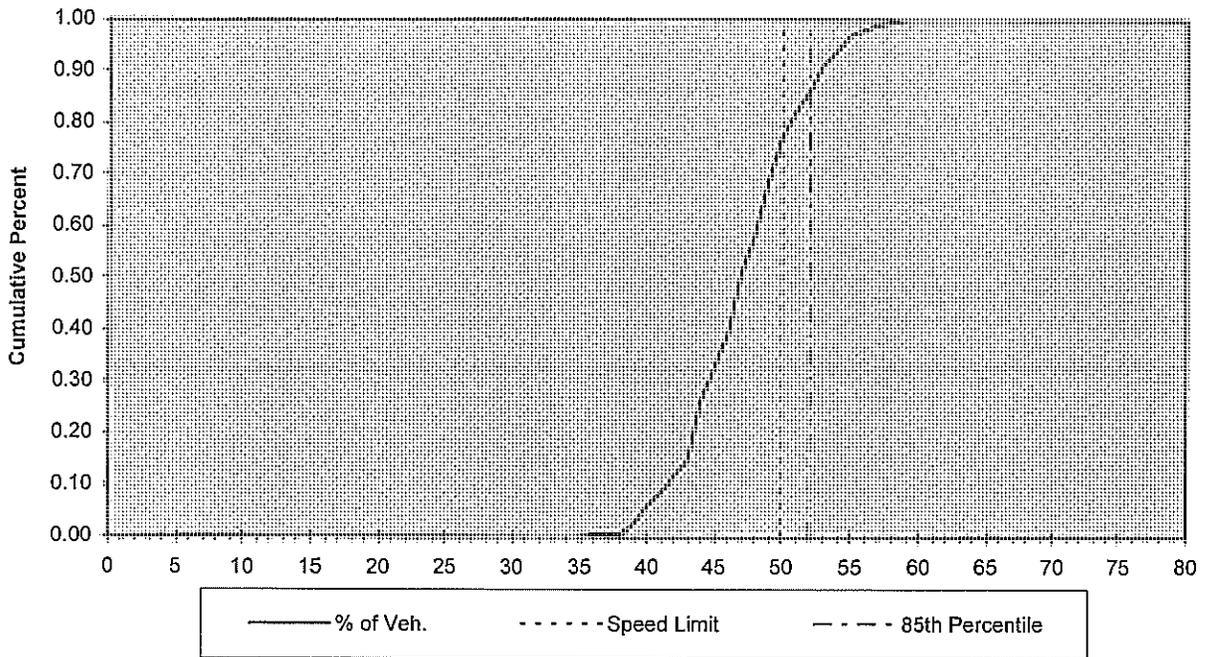
Time: 2:10 PM - 3:25 PM

County:

Location: 500 S ORCHARD

Weather: LT CLOUDS

Direction of Travel: S-N



	MPH S	Averaged	MPH -N
# of Vehicles	97	202	105
85th % Speed	52	52	52
Pace Limits	44 - 53	43 - 52	42 - 51
% In Pace	77%	78%	79%
Mean Speed	47.43	47.54	47.65
Median Speed	48	47.5	47
Std. Dev.	4.39	4.27	4.17
Max Speed	59	59	58
Posted Speed	50	50	50
% Exceeding Posted	24%	23%	22%