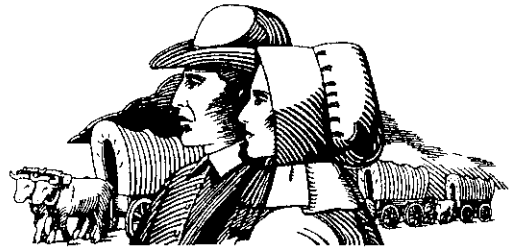


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL (503) 657-0891

OREGON CITY, OREGON 97045
FAX (503) 657-7892



AGENDA

City Commission Chambers - City Hall
March 28, 2005 at 7:00 P.M.

The 2005 Planning Commission Agendas, including Staff Reports and Minutes, are available on the Oregon City Web Page (www.orcity.org) under PLANNING.

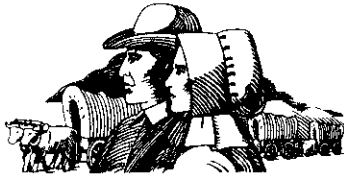
PLANNING COMMISSION MEETING

1. **CALL TO ORDER**
2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA**
3. **APPROVAL OF MINUTES:** *February 28, 2005*
4. **HEARING:**

AN 04-01 (Quasi-Judicial Hearing), Applicant: Guy and Lisa Matychuck. The applicant is seeking approval of an annexation of 13 properties located on Beutel Road. The sites are located at the east end of Beutel Road and identified on the Clackamas County Map as 3S-1E-12BD, tax lots 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000 and 1100 and 3S-1E-12B, tax lots 1400 and 1401.

6. **ADJOURN PLANNING COMMISSION MEETING**

NOTE: HEARING TIMES AS NOTED ABOVE ARE TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.



CITY OF OREGON CITY

INCORPORATED 1844

Community Development Department
Planning Division

320 Warner Milne Rd. - P.O. Box 3040 - Oregon City, OR 97045
Tel: (503) 657-0891 Fax: (503) 657-7892

TO: Oregon City Planning Commission
FROM: Tony Konkol, Senior Planner
DATE: March 22, 2005
RE: AN 04-01: Beutel Road Annexation

Dear Commissioner's

At the February 14th Planning Commission Hearing the public hearing was continued to March 28th for additional information to be submitted. I have enclosed the following new information that has been submitted to the City for your review and consideration at the Public Hearing concerning this application that is scheduled for 7pm on March 28th at City Hall:

- 1) Exhibit A: Report from Brannon Lamp of Environmental Management Systems, Inc. dated March 21, 2005; and
- 2) Exhibit B: Letter from Mr. and Mrs. Reitenbaugh dated March 2, 2005.

Environmental Management Systems

March 9, 2005
(revised March 21, 2005)

Guy and Lisa Matychuck
11157 South Beutel Road
Oregon City, OR 97045

Re: Preliminary Evaluation of Properties' On-Site Wastewater Systems and General Environmental Conditions at:
South Beutel Road, Oregon City
Subject Parcels:
T 3S, R 1E, Sec. 12B & 12BD, Tax Lots 100-1100, 1400, 1401, 3300, 3400

Dear Mr. & Mrs. Matychuck,

It was a pleasure meeting you at the Oregon City Planning Commission meeting on February 14, 2005. As discussed and presented to the commission at that meeting, I have conducted an on-site evaluation on, and/or in the vicinity of the above-mentioned properties. This evaluation was conducted on March 4, 2005. The purpose of the evaluation was to observe conditions of some of the existing septic systems and whether environmental contamination may be occurring as a result of substandard or failing systems. The following is a report of my findings and recommendations.

Findings

1. Your attorney, Mr. Dan Kearns, of Reeve Kearns, PC, has provided me with some documentation as to recent investigative work done regarding the proposed annexation area.
 - a. The first exhibit is a letter dated January 3, 2005, written by Larry Olander, Soil Scientist, Clackamas County Water Environment Services. The letter was provided as a result of your application for a System Repair Evaluation on Tax Lot 1400. During Mr. Olander's review, he reports that your steel septic tank was disconnected from the drainfield area, and appeared to have been in that condition for "quite a long time". He also stated that the condition is not considered a failure, since the condition may be rectified by a tank replacement and re-connection of the effluent line. He also states that once reconnected, it is impossible to predict how long the existing system will last. I was able to confirm the conditions reported in his letter during my evaluation on March 4.
 - b. Results from bacteriological analysis of water collected from a ditch by Grant Fulmore were also provided. There are four analyses presented, three of which were collected on December 16, 2004, and one that was collected on January 3, 2005. The former analyses indicated presence of Coliform and E. Coli. bacteria. It was indicated to me that these samples

were collected from stormwater catch basins installed along the South side of S. Beutel Road.

2. I inspected the condition of the existing septic system serving your home on Tax Lot 1400. I was able to confirm conditions previously indicated by Mr. Olander, Clackamas County. The Manufactured Home on your property assumedly also is served by an individual septic system. However, the location and condition of that system are not known. I augered one hole approximately 70' South of the house in the pastured area to determine soil conditions. The results were as follows:

- 0-14" Silt Loam (SiL)
- 14-26" Clay Loam (CL)
- 26-29" Silty Clay (SiC)
- 29"+ Rock (Boulder)

No redoximorphic features (evidence of water table) were noted in the profile. Surface and subsurface boulders were encountered in the area.

3. I inspected the property of your neighbor on Tax Lot 1401, Mr. Terry Tomlin. The septic tank was located beneath some blackberry vines, and appeared to have been excavated to the top of the tank. Tank condition could not be confirmed due to the tank not being accessible. I augered one hole on this property as well, with similar conditions noted:

- 0-12" SiL
- 12-28" CL
- 28-34" SiC
- 34"+ Rock (Boulder)

4. The other Tax Lots, in addition to 1400 & 1401 encapsulated within the proposed annexation are that of 100-1100, located on the South side of S. Beutel Road. These properties reportedly have individual septic tanks with lift pump systems that pump to drainfields within a common area on Tax Lots 3300 & 3400. I contacted Clackamas County Water Environment Services to determine whether construction records were available for any of the systems serving these properties. Unfortunately, no records exist, which is not atypical for systems installed prior to about 1975. The sizing, location, condition, and potential repair / replacement areas for these drainfields are unknown. There was testimony at the Planning Commission meeting from some of the property owners as to repairs that they have had to complete for their septic systems. The repairs described included tank replacements, pumping equipment replacement, and piping repairs/replacement.

5. This section of South Beutel Road appears to be served by a stormwater drainage system comprised of roadside ditches, culverts, and a series of 5 catch basins that drain to a low point in the driveway on Tax Lot 1306. Two of the five basins have a drainage pipe that enters the South side of the basin, in addition to the West influent point. The source of the drainage of these pipes is unknown, but does appear to originate from the direction of where some of the drainfield systems on Tax Lot 3400 could exist. No information has been provided and may not be

03/21/2005 13:04 0000000000

available as to the purpose and source for those pipes. From the low point on Tax Lot 1306, the drainage appears to flow in a Easterly direction via a surface drainage (intermittent stream) across Tax Lots 1305, 1300, and across (under) South End Road. During my site investigation on March 4, all components of the drainage system were completely dry, with no water in ditches, catch basins, swales, etc. You indicated that the drainage typically flows about 7 months of the year. However, extremely dry weather, as is the case this Winter, resulted in no surface water in this area at the time of my visit. Due to the lack of surface water, I was unable to collect any samples.

Discussion

The septic systems installed on Tax Lots 1400 & 1401 appear to be antiquated and substandard per current regulations. No surfacing of either system was observed at the time of my visit, but the systems may be impacting groundwater. Since similar vintages of systems are likely to exist on Tax Lots 100-1100, with drainfields located at least in part on Tax Lots 3300 & 3400, and there are no records of such systems, some general assumptions can be made that those systems are also likely antiquated, undersized, and substandard by current codes. There is no way to determine a specific life expectancy for a standard septic system, though 20 years is a commonly discussed figure. A septic system can last for a longer or shorter period of time, due to various factors, such as appropriate siting and installation quality, system maintenance or lack thereof, wastewater quality and quantity, or physical damage or excavation on or near the system. Though on-going maintenance of a septic system is necessary to ensure the proper function and longevity of the system, there is no regulation currently in the State of Oregon that requires a person to maintain their system by pumping or otherwise. If any of the existing systems serving Tax Lots 100-1100 fail and need to be replaced, costs to the individual homeowners could approach \$8000 for standard system replacement, or exceed \$15,000 or \$20,000 if a secondary treatment system is required. Clackamas County Water Environment Services will mandate the type of system, if needed. Another issue to consider is that of sufficient suitable and available land area within the common areas on Tax Lots 3300 & 3400 for replacement systems. It is unknown how much space is available currently for replacements. Ultimately, as systems fail, it is possible that there will be little or no land area left available for replacements. Further investigation of the drainfields within the common area may present information as to the condition of those systems. However, neither permission nor access was provided at the time of my investigation.

Though I am unable to confirm the sampling methods or locations for the surface water samples collected by Mr. Fulmore, the presence of Total Coliform and E. Coli. bacteria in each result may indicate a presence of partially treated sewage in the storm system.

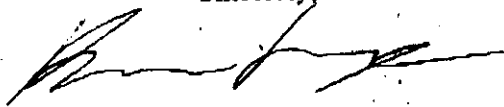
The storm system was completely dry at the time of my visit, likely due to lack of rainfall. Partially treated sewage could co-mingle with stormwater during high rainfall events. This scenario cannot be confirmed at this time.

Recommendation

Prepare to have EMS staff collect surface water samples when precipitation allows. We would need to have at least several days of significant rainfall and flow through the storm and surface water system to obtain representative samples.

Should you find it appropriate to have EMS representation at the next Planning Commission meeting, we would be happy to provide that service. Please do not hesitate to contact me if you have any questions regarding this report.

Sincerely,



Brannon Lamp, REHS
Registered Environmental Health Specialist
ENVIRONMENTAL MANAGEMENT SYSTEMS, INC.

March 2, 2005

OREGON CITY / CITY COMMISSIONERS

Cc: Alice Norris, Mayor
320 Warner-Milne Road
Oregon City, OR

PROPOSAL NO. AN 04-01 -- ANNEXATION HEARING

We hope the Commissioners and Mayor are aware that Beutel is a DEAD END road and that it attaches elbow-like fashion to South End Road. At that intersection, Parrish Rd also meets with South End Road. With the new, dense housing on the east side of South End Road, traffic has worsened at this 4-Way Intersection.

The map we are enclosing shows how Beutel Rd. runs at an almost 45 degree angle to South End Road making visibility to the south somewhat difficult because of the angle and oncoming traffic moving at 45 mph plus speeds. The west side of South End Road is contained by a 'no outlet' steep bluff with Hwy 99 and the Willamette River below.

Of concern also is runoff for the creek that runs under our driveway entrance culvert, Lot #1306 and downhill, through the lower 2 properties of Lot #1300, see attached Proposal Map.

It is time for our Commissioners and Mayor to set a good example for Oregon City and how it expands in the future. Are we going to be over crowded or well managed as time goes by? We think it would be poor judgment to allow dense housing developments on S. Beutel Rd. It would reduce the quality of life on S. Beutel and the overall livability in Oregon City.

Sincerely,

Cheryl & Vernon Reitenbaugh

Cheryl and Vernon Reitenbaugh
11243 S. Beutel Road
Oregon City, OR 97045
503-655-1572

ENTERED INTO THE RECORD

DATE RECEIVED: 3/2/05

SUBMITTED BY: Cheryl Reitenbaugh

SUBJECT: AN 04-01

Exhibit

B

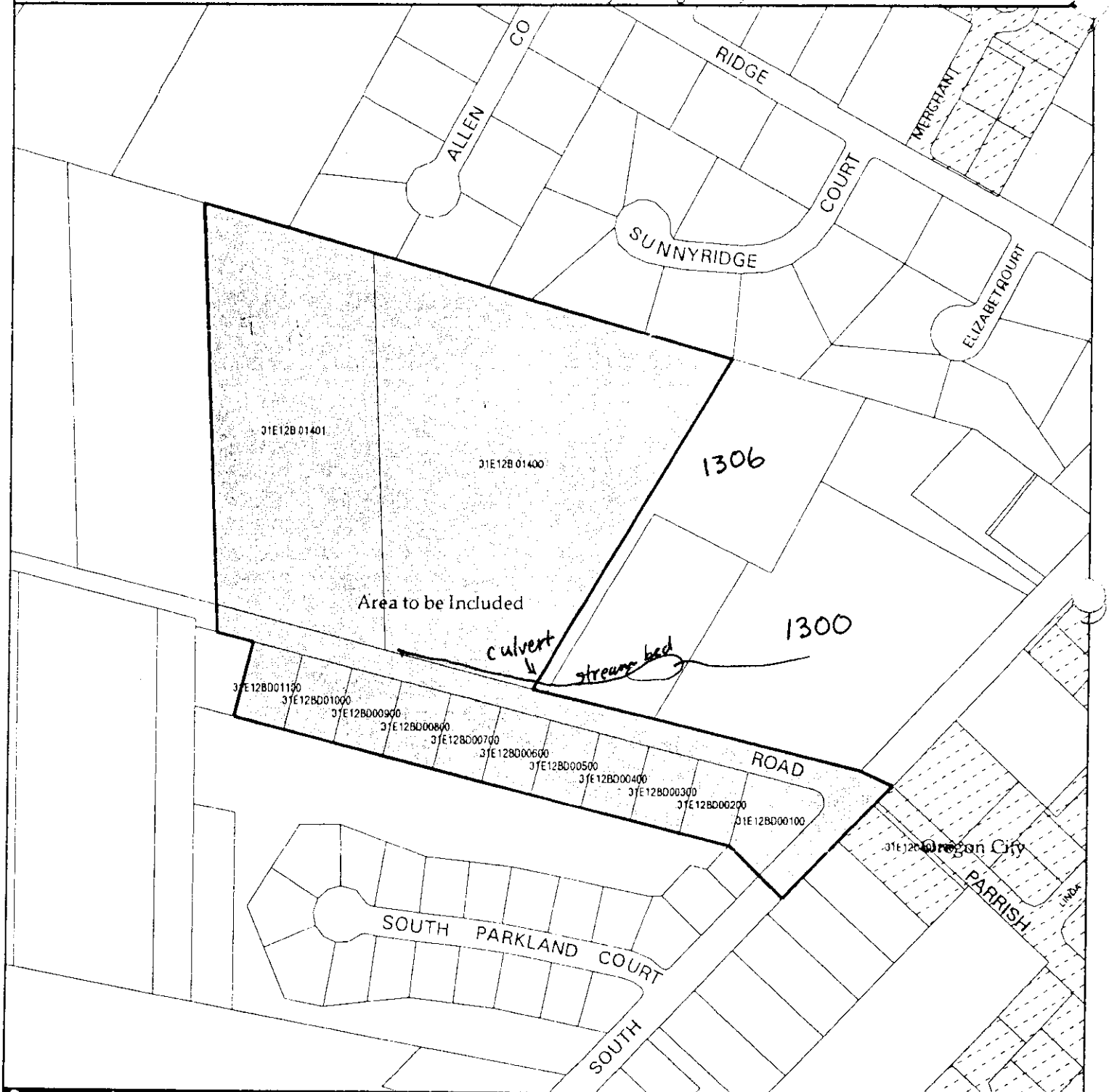


Proposal No. AN04-01

3S1E12

Annexation to the City of Oregon City

Clackamas Co



REGIONAL LAND INFORMATION SYSTEM



600 NE Grand Ave.
Portland, OR 97232-2736
Voice 503 797-1742
FAX 503 797-1909
Email drc@metro-region.org

METRO

The information on this map was derived from digital data from the Metro GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the accuracy of information or fitness for a particular purpose, accompanying this product. However, corrections of any errors will be appreciated.

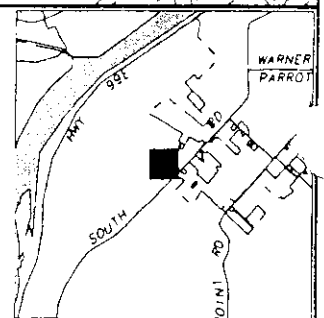
- County lines
- City
- Annexation boundary

- Urban Growth Boundary

Proposal No. AN04-01
CITY OF OREGON CITY
Figure 1

Scale: 1" = 250'

0 200 400



**CITY OF OREGON CITY
PLANNING COMMISSION**

FEBRUARY 28, 2005

COMMISSIONERS PRESENT:

Chairperson, Lynda Orzen
Commissioner Tim Powell

Commissioner Tamara Seasholtz
Commissioner Daniel Lajoie
Commissioner Jerry Carr
Commissioner James Roddey
Commissioner Allan Dunn

STAFF PRESENT:

Tony Konkol, Associate Planner
Nancy Kraushaar, City Engineer and Public
Works Director

1. CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Chairperson Orzen.

The Chair introduced herself and provided background information on the Planning Commission. She lived in Oregon City for about twelve years and got involved with the Hillendale Neighborhood Association about eight years ago. Being involved with the Neighborhood Association, she became more familiar with the workings of the City and learned how she might assist in shaping the future livability of the community. Her volunteer involvement also included membership in the Citizen Involvement Committee, Cleanup and Enhancement Committee, and eventually she was recruited to the Planning Commission in late 1999 by the past chair, Lynda Carter. She was the secretary/treasurer of the Oregon City Arts Commission and on the executive board of the First City Arts Faire. All of those volunteer committees and others such as the Friends of the Library, Transportation Advisory Committee, Parks and Recreation Advisory or the Natural Resources Committee were working toward the same goal of improving the livability of the community. She was very committed to Oregon City and wanted to help make it a better place for everyone to live, work, and play.

In February 2000, she received her official letter from then City Manager Brian Nakamura of her appointment to the Planning Commission. During her years on the Commission, she served on several other committees including the Waterfront Master Plan, the McLoughlin Boulevard Enhancement Plan, Citizens Design Team for the Abernethy Bridge, and most importantly the update of the Oregon City Comprehensive Plan. She felt honored to have been able to participate in the design of the exciting document that would help chart the future of Oregon City. Having worked on the many plans, she gained a great appreciation for City staff and respected the many hours of hard work they put into working with the public, developers, business owners, County, State, and Metro representatives, and those on the Planning Commission. They had the knowledge base and the background on the City and the community projects. Planning Commissioners came and went, but City staff remained.

As Planning Commissioners, the powers and duties were spelled out in Chapter 2.23 of the Oregon City Municipal Code (OCMC). They were also governed by a set of bylaws that spelled out the purpose, authority and duties, membership, organizational procedures, and goals. Bylaws were reviewed annually by the Commissioners and changes were made if necessary. During that review process, goals and objectives were also reviewed and updated. In 2001, the Planning Commission adopted a code of conduct that would be followed by the Commissioners, staff, community members, and those attending Commission meetings. The very first code spelled out the ultimate goal of the Commission. That was to work for the common good of the City within the City Commission framework. They were working for the good of the community at large -- not one person, one developer, or one neighborhood association. While the Commission did share

concerns for everyone, the goal was to protect the common good and the community at large. The second item was to give respect and dignity to all Planning Commission members, staff, and citizens regardless of personal opinion or bias. She felt very strongly about showing respect in these chambers at all times and would interrupt anyone immediately who showed disrespect. She would not go into the other elements of the code at this time.

The Planning Commissioners' duties were to reflect community values, interpret and apply ordinances, recommend policies, educate the public, provide a forum, do its homework to make decisions based on applicable criteria, communicate with staff and the elected officials, and create a vision for longterm planning of the community. Her job as chair was to facilitate the meetings, educate the public and Commissioners, diffuse hostility, get relevant testimony, receive all Commissioners' opinions on issues, define the issues, and promote good planning.

She encouraged community members to get involved with their neighborhood associations to find out what land use developments might be in process. They can also prepare one to give relevant testimony during Planning Commission meetings. Neighborhood Associations can also give a person an avenue to get involved with the decisions that help shape the future of Oregon City.

2. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Chair Orzen invited people to visit the newly-opened Alexander Gallery on the Clackamas Community College campus. It was the first and only permanent art gallery in Oregon City and was open Tuesday through Friday from noon to 4:00 p.m.

3. APPROVAL OF MINUTES: None.

4. HEARINGS

Chair Orzen announced the evening's hearings. The staff reports were available seven days prior to this hearing. The reports identified the approval criteria that applied to each applicant's proposal. She would read those criteria if anyone wished. Staff analyzed the criteria contained in the staff report along with written comments and input received through the public notification process for each application.

The quasi-judicial hearing procedure that the Commission would follow was set out in State Law and OCMC. The hearing procedures were indicated on the chart. Anyone wishing to speak was asked to complete the form and give those to staff prior to the hearing. Letters, reports, or pictures had to be marked as an "exhibit" by the planning staff before they were submitted into the record. For the public record, people were asked to begin testimony by stating their names and addresses. Testimony and evidence was to be directed toward the applicable approval criteria. If one believed other criteria applied in addition to those addressed in the staff report, then one should identify and discuss those criteria and explain why those applied to the application under consideration. One who did not testify could submit written materials of any length while the public record was open on each application. Any party wishing a continuance or to keep the record open had to make that request before the public hearing was closed.

If the Planning Commission made a decision with which one disagreed, any issue that one wished to appeal had to be raised for the Commission's consideration. Without raising the issue on the record with sufficient specificity and accompanied by statements or evidence so that the City and all parties could respond, the issue would not be adjudged appealable to the State Land Use Board of Appeals (LUBA). In addition, ORS 197.796 required the Planning Commission to announce that the failure of an applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government or its designee to respond to the issue precluded an action for damages in circuit court.

Chair Orzen asked if any Commissioners had ex parte contacts, conflicts of interest, bias, or other statements to declare.

Commissioner Powell had walked the Holcomb site. Commissioner Seasholtz lived in that neighborhood and had been involved with the process. Chair Orzen and the other Commissioners had driven or been in the area.

There were no questions from the audience.

Chair Orzen said the two hearings before the Planning Commission were legislative and involved the adoption or amendment of the City's land use regulations, Comprehensive Plan Maps, inventories, and other policy documents that affected the entire City or large portions of the City. The procedures would begin with the staff report and any correspondence followed by the applicant's presentation. Public testimony either for or against had to address the applicable criteria for each application. Public testimony would be limited to five minutes unless one was testifying for a recognized Neighborhood Association or CPO in which case one would have 15 minutes.

L 05-01 The adoption by Ordinance of the Holcomb Boulevard Pedestrian Enhancement Concept Plan.

Mr. Konkol provided a brief introduction to L 05-01 which was a legislative file for the adoption of the Holcomb Boulevard Pedestrian Enhancement Concept Plan as an Ancillary document to the Oregon City Transportation System Plan (TSP) which was an Ancillary document to the City's Comprehensive Plan.

The proposal was to amend the TSP with the Holcomb Boulevard Pedestrian Enhance Plan ("Plan") that proposed multiple street design concepts for Holcomb Boulevard from Redland Road east from the City's Urban Growth Boundary (UGB). The goals of the design were to provide pedestrian facilities that would enable all neighborhood residents to safely walk along and across Holcomb Boulevard, to preserve and enhance the character of the neighborhood as the area continued to develop, and to provide pedestrian facilities that were consistent but not redundant and pre-manufactured in design. The design concepts for the size of the roadway, or edge conditions, were site specific, changing from one treatment to another depending on the conditions of the immediate location such as steep slopes, the need for on-street parking, future land use actions, and increased vegetation. The roadway itself would maintain a constant width while the edge conditions would provide a combination of sidewalks, planter strips, bio-swales, on-street parking, pedestrian scale lighting, and traffic calming.

Comments were received from the Oregon City Building Official, Parks Manager, and Public Works Department indicating that the proposal did not conflict with their interests. The Oregon Department of Transportation (ODOT) submitted comments indicating the proposal did not conflict with its interests so long as any work that occurred in ODOT right-of-way from Hwy 213 was properly permitted. The City noticed ODOT when it had a project that could potentially affect ODOT property.

Mrs. Kiefer of the Park Place Neighborhood Association indicated that the members of the Association reviewed the Plan. However, a formal vote had not been taken at this time. She requested that the City Commission hearing on this issue be continued from March 16, 2005 to April 6, 2005 so that a formal letter could be entered into the record based on the vote of the Park Place Neighborhood Association. Staff would make that recommendation when it wrote the Commission report if the Planning Commission chose to send this recommendation forward.

Mr. Konkol reviewed the analysis and findings.

1. *Plan Implementation Process*

A public involvement process of two public workshops from summer 2004 to fall 2004 were conducted to gather community input concerning the goals, objectives, and design for the street designs and proposed phases of the Holcomb Plan. The Plan identified a phasing schedule to ensure a logical sequence of implementation that provided a high degree of success as each phase was built, and thereby building momentum for each subsequent phase of the project. Success was directly correlated with meeting the priorities established by the City, County, and neighborhood residents. The highest priority was given to projects that increased safety, provided connections to pedestrian generators such as schools and commercial areas, and projects that were considered likely to receive immediate funding.

2. *Adequacy of the Plan to guide land use actions, including an examination of trends*

Because there was no area specific street design in the TSP, staff considered the Plan necessary to meet the demands of a growing city by providing a street design that fulfilled the transportation requirements of the City as well as the aesthetic, connectivity, and safety design elements desired by the residents of the Park Place Neighborhood. The Plan relied on the existing TSP, the Comprehensive Plan, and the Municipal Code to help guide the vision and development of the final document. As part of the development of the Plan, project staff analyzed the existing conditions of Holcomb and the surrounding land uses and topography to create seven different street designs that were appropriate for each unique segment of the street. By taking a site-specific view of Holcomb, the design team was able to tailor the street design to complement the existing built conditions and natural features, which varied greatly along this street. The Plan provided an analysis of needed pedestrian connections to existing recreational facilities, educational institutions, points of interest and commercial areas, and, as stated above, site-specific street designs for each segment of the street. The site specific street design would guide the street improvements made as private development along Holcomb Boulevard continued, or would be implemented during a City project.

3. *Whether the Plan still reflected community needs, desires, attitudes, and conditions.*

The proposed Plan responded to needs identified by the Park Place Neighborhood Association, residents of the area, and in cooperation with Clackamas County, which had jurisdiction of the road. The Plan responded to the lack of pedestrian facilities along the street and the inability to safely walk to key pedestrian centers such as Steve's Market and the Holcomb Elementary School. Development of the Plan included an assessment of the Holcomb Boulevard existing conditions, the surrounding land uses, topography, and important pedestrian connections.

The streetscape concept was a direct result of the goals and objectives created by the residents, City, and County. The 3 goals identified through this process were to increase pedestrian safety, preserve the neighborhood character, and provide a consistent transportation system without being redundant. The Plan met those goals by providing separated pedestrian walkways on at least side of the road, limiting pedestrian crossing of Holcomb Boulevard, improved lighting, and traffic calming. The Plan identified 7 street designs that would complement the existing character of the neighborhood, integrate the history of the Barlow Trail, and would not be redundant in design.

4. There were no additional facts or figures submitted by any regional or federal government as part of this project.

Ms. Kraushaar said Park Place experienced significant development in the past decade. Originally, Holcomb was constructed as a rural, two-lane highway with narrow to non-existent shoulders. That type of rural design offered no facilities or access for pedestrians and bicyclists. Now urban land uses were taking shape along the road, and these were not compatible with the rural highway design. The TSP recognized the need to create an urban cross section on Holcomb Boulevard. However, there were many unique characteristics to the road and the neighborhood that deserved a lot careful attention before simply calling out some uniform cross section for the entire length of road. The City wanted to make sure it was not creating an

excess of infrastructure where there were steep slopes and mature stands of trees. The infrastructure was needed to allow safe passage and to provide mobility for all travel modes on Holcomb Boulevard. That would include cars, TriMet, pedestrians, and bikes. There were schools and commercial zones along the road that were considered pedestrian generators. There was a lot of pedestrian traffic occurring today on Holcomb Boulevard, and much of that in an unsafe environment.

In response to neighborhood requests as well as the City's recognition of tremendous growth with insufficient infrastructure in Park Place on Holcomb Boulevard, the City partnered with Clackamas County and shared the cost of developing the concept plan. Holcomb was still a County road, and jurisdiction would be transferred to the City in the future. Oregon City was not in a position to take it in its rural form at this time. The City would like to have these improvements made or to partner with Clackamas County to make these improvements in order for Oregon City to properly maintain it for the residents.

Alta Design was hired, and Allison Wildman was present to give a presentation on the concept plan for pedestrian enhancement. Ms. Kraushaar noted some text would be added to the Plan to recognize the fact that as development continued to occur on Holcomb Boulevard, that there would be traffic impact studies required for much of the development. Those studies might, through more rigorous engineering, identify some additional turn lanes or better ideas that addressed specific traffic concerns. That language would be included in the Plan to acknowledge that there would be refinements depending on the types of development that occurred.

Allison Wildman, Alta Planning and Design, 144 NE 28th Avenue, Portland, Oregon. This was a concept plan. They went to the neighborhood and presented all of the ideas and tried to mediate between the needs and wants of the people who lived on Holcomb Boulevard and in the Park Place Neighborhood to come up with the best design possible at a concept level. A lot of engineering and design will have to take place as well as negotiations with those actually living on Holcomb Boulevard. This was an effort to get people to think about other ways of viewing the street rather than simply putting in 12-foot travel lanes, a center turn lane, and the standard sidewalk infrastructure because there were many unique conditions on Holcomb Boulevard.

She reiterated the goals and objectives that Mr. Konkol had addressed. The first goal was safety. People speed on Holcomb Boulevard, and residents felt people drove very fast. Having been there, she agreed that people moved quite rapidly, especially downhill. There were kids going to and from Steve's Market from the various areas. There was a low-income housing development on the hill, and people frequently walked from Steve's to that. Holcomb Elementary School was located on the curve. The objectives were to make sure that everyone could walk along Holcomb Boulevard on one side or the other. It had to be ADA compliant by being firm and stable and wide enough for two people to walk with a dog or a kid. Pedestrians should be separated from traffic. Separation from the roadway with vegetation or a bike lane would provide safety.

The second goal was to preserve the neighborhood character. The character of the neighborhood transitioned rapidly as one moved from the older section near Hwy 213 and up the hill to the newer subdivisions. One could see from Barlow that there was a lot of new housing where the road was widened to a full arterial width. It was very wide with a lot of dead space, so people tended to shoot right through. There were enormous lights every 150 to 200 feet. This would be addressed by going piece-by-piece through the corridor and looking at the adjacent land use and where structures were relative to the public right-of-way. Should the road be widened, or should there be a buffer? The same went for the new subdivisions that had walls. It was a different experience for someone living with their backs to the road than someone whose front door opened up right on Holcomb Boulevard. They tried to take all of this into account in order to design something that was sensitive. This included preserving the rural, green characteristics of the roadway and installing lights that did not contribute to light pollution because people indicated they did not want

billions of megawatts going off into the sky. People wanted the light to project downward making sure that people were not being disturbed but that the road could still be seen safely. They also wanted to limit the width of the roadway itself by not putting in center turn lanes unless they were necessary and limiting the use of center medians as people indicated they did not want to see things in the middle of the road.

The roadway would look the same with 11-foot travel lanes, which was one foot less than the standard width of 12-feet. There would only be a center turn lane in front of Steve's Market which was zoned commercial and could expand to a larger commercial area in the future. There would be 5-foot bike lanes, which were one foot smaller than standard. The sidewalks would be 5 to 6 feet wide.

Ms. Wildman discussed design features which to some might seem frivolous until one actually walked along the roadway. Then one understood how important the design features were to a neighborhood right along the road. Holcomb Boulevard used to be part of the historic pioneer Barlow Trail, so how cool would it be to integrate some of those themes into the project? It would not cost a lot, and the neighborhood could be involved. Boulders could be used along the sidewalks with inscriptions from the pioneer journals. One could read these as they walked along. They also looked at the environmental sensitivity. Instead of laying pipe for stormwater, they were considering using bio-swales, which were actually glorified ditches with low grasses and things that trapped sediments coming off the roadway such as oils and bits of tire. The swale trapped that material instead of sending it to the creek and on to the river.

One of the things they looked at first was the Holcomb curve. It was a very constrained area, and the gentleman living on Leroy Lane talked about having cars in his front yard. People sped through the corner, and there was a correction that made cars go out a bit resulting in some drivers losing control. She recommended a sidewalk on the south side with a guardrail in Phase 2 which would be expensive because of the topography.

Ms. Wildman discussed the three phases that spanned about 20 years. Phase 1, which was the safety component, needed to be addressed immediately. It looked at the existing sidewalks on Hwy 213. The sidewalks would be kept on the north side, and she indicated the center turn lane transition to Steve's Market. The area was zone commercial so could redevelop as a small commercial node in the neighborhood. She anticipated more traffic in the area, so that was why the center turn lane was included. There was a sidewalk on the south side that would stop at Apperson with a marked crosswalk. She noted the large Douglas fir that was about 70 years old. It was in the public right-of-way, but to bring it down would be a tragedy. They did not see a need to extend the sidewalk, and she noted the gravel walking path. All of the riparian corridor on Livesay Creek would be saved. That provided a nice green area when one came into the Park Place Neighborhood. Coming up to Front Street, the School was just down the road. She indicated the sidewalk on the north side that went all the way across. On the south side, the sidewalk picked up again. She recommended one center turn median or island to give people a two-stage crossing. In talking with the County, it expressed interest in purchasing property to realign Beemer to meet Hiram at a 90-degree angle. She noted many neighborhood streets came on to Holcomb Boulevard at very odd angles, and there were sight distance problems. The larger green areas on the map were bio-swales or ditch sections. The sidewalk would be on the backside of the ditch with accessways to get through every so often. Essentially, the water would run off the road straight into the bio-swale. It would filter down and sit there. Maintenance was pretty minimal on bio-swales. Ms. Kraushaar said they would be maintained.

Section 3 indicated the character of old, lower Holcomb Boulevard. There were a lot of homes close to the roadway, so they were provided with on-street, short-term parking. The sidewalk was on the north side of the road. There was a Phase 1 improvement that linked the low-income housing community to Steve's Market. If one built this out in 10 years, the sidewalk on the north side was the first thing that would be seen. Swan Avenue was a weird intersection, and she recommended a roundabout. They recognized the need because this was where the speed built up when coming down the hill. They needed something to let people

know they were moving too fast, and a roundabout would meet the need at this point. She indicated the existing planter strip. Two properties would have on-street parking with a sidewalk on the north side.

Ms. Kraushaar commented that they were careful to keep some on street parking for the houses that fronted Holcomb Boulevard. Those houses had their front yards on side streets.

Ms. Wildman pointed out the cul-de-sac and driveways. She indicated the new trail and sidewalk that went to the Holcomb Ridge development. It was built on a very steep slope that was just planted. The sidewalk would pick up and go to the intersection of Holcomb Elementary. There was a sidewalk on the north side as well. It was undetermined what would happen, but there was talk about a pedestrian-actuated signal that would only be activated during school hours. There was also discussion of a full traffic signal that would be actuated if someone drove in or out of Holcomb Elementary. They talked about stop signs, but all of those things were still being discussed. There were some major cost differences. The important thing was that this was a horrendous curve especially with the vegetation for sight distance. One came around the corner and was suddenly on the kids in the crosswalk. It was very important to get people to slow down and stop before that area.

Ms. Kraushaar added another big problem at the curve was that it was very dark at night. It was a balancing act of providing light for safety while not starting to shine lights in people's homes. They were looking at different types of lighting that would provide safety without impacting residences.

Ms. Wildman said due to the constraints of the slope, they decided to drop the sidewalk on the south side and continue it on the north side. That would be a cost savings. One would cross at Oak Tree Terrace, and she noted the slight rise in the road that made it difficult to see. It would connect to the new sidewalk at the new subdivision. The sidewalk would continue on the north side to Winston. There was existing sidewalk on the north side to Barlow. She noted the tree wells and the sidewalk that narrowed to four feet. The roadway was very wide with two travel lanes and an underutilized parking strip because people parked at their homes. They were looking at an opportunity to do a green street treatment that was essentially ripping out the asphalt and putting in a bio-swale. That would change the whole dynamic of the area by slowing traffic and giving a more enjoyable walking experience with trees and shrubs that would not be confined to small areas. There were a lot of Metro grants available for this type of treatment, and it would be very innovative.

The final section was the truly rural section as one transitioned out into the County. It was basically going to remain the same. Once one got to the end of the subdivision, it would transition to a shared 8-foot paved shoulder walkway and bikeway. She pointed out the City limit and the UGB. The area would change dynamically depending on what went in. Ms. Kraushaar would have a better idea than she of what would change in that area in the future.

Commissioner Powell referred to section 5 and the dotted line that came from the sidewalk at a 90-degree angle.

Ms. Wildman replied those dotted lines were basically the tax lots. It looked like a skinny access way for a tax lot that was further down the hill. It could be a public right-of-way that had never been built.

Commissioner Powell noted that the trail crossed it. He understood the sidewalk would be enhanced there and would follow the curve of the road.

Ms. Wildman said that was correct. It would follow the sidewalk on the ridge and be curb-tight which meant it was not separated from the roadway.

Commissioner Powell noted down further where there was parking for houses facing Holcomb Boulevard. He asked how the sight distance was for pulling out of those locations. Was it hilly or flat?

Ms. Wildman said the lower area was essentially flat. Now people were parked on the gravel shoulder, so the dynamic would not change that much.

Commissioner Powell said when he was walking in that area, he noticed that people parked there. He understood it was using the current space and that there would not be an extension.

Ms. Wildman said it would be a paved section where they would officially park.

Commissioner Seasholtz understood from the neighborhood that there was some concern about financing.

Ms. Kraushaar said that was a good question. The next step would be cobbling together as many funding sources as possible. The Transportation Advisory Committee reviewed the next transportation projects the City might want to undertake, and they felt that to start doing some engineering work for Phase 1 might be beneficial as funding sources became available. She wanted to go into negotiations with the County to find out what it might bring to the table. There was a new round of Community Development Block Grant (CDBG) funding applications, and the City was hoping to work with the neighborhood if it desired to apply for some funding. The City had some system development charge (SDC) money, and this would be a good project. It was a bit of a problem figuring out what would be the best thing to do first. The Phase 1 project was \$1.8 million, but the work needed to begin somewhere.

Commissioner Seasholtz added there was some concern that the burden would eventually fall on the homes and businesses that fronted Holcomb Boulevard.

Ms. Kraushaar said it would not be fair to rule that out completely. It would be difficult to place the entire burden of a \$1.8 million project on the people who lived there because they were not the only ones using Holcomb Boulevard. It could be part of a funding package and was worthy of looking at a portion of the sidewalks being for paid by those living or owning property on Holcomb Boulevard. That would be something they would want the neighborhood to discuss. The City did not want to push something on people if they did not wish to participate. The whole idea of the project was to get something out there to make Holcomb Boulevard safe and was a benefit to the Park Place Neighborhood. The City would probably discuss a local improvement district (LID). She assured the Planning Commission that would not happen without support from the neighborhood.

Mr. Konkol commented that SDCs were taken in when new development occurred, and that money could only be spent on a transportation project. Those funds could not be used for general funds items.

Ms. Kraushaar added the SDC charges were based on the Citywide TSP, so the entire SDC could not be used on this particular project.

Commissioner Seasholtz thought those entities the City went to for CDBG would look more favorably if there were neighborhood support. She understood the road was under County jurisdiction was because it could not afford to pave it to City standards. Was the County willing to contribute?

Ms. Kraushaar replied the County did a nice overlay job on Holcomb Boulevard a couple of years ago. She did not feel she could answer that question. The County indicated it wanted to partner on Holcomb Boulevard through its participation in the Plan. The County had certain restrictions on how they spent their money as well. She did not have a conversation with the County about its spending large amounts of money

for a construction project. She felt she should reserve her comments about what the County might or might not do to help the City.

Mr. Konkol entered into the record as Exhibit A, a corrected one page planning level cost estimate for Phase 3.

Public Testimony in Support

- **Don Slack**, Park Place Neighborhood Transportation Committee Co-Chair. Mr. Slack was excited that things were at this point. Several years ago he and the other co-chair borrowed a radar gun from the police department. Between 7:00 a.m. and 8:00 a.m. just above where the School was on the hill, they tracked 200 cars. The speed limit was 40 mph, and the average speed of those 200 cars was 52 mph. That led the Transportation Committee to be concerned about safety. That was his number one concern. Many of the Commissioners indicated they had driven or walked the area. The real impact on safety was doing that at night. Often at 40 mph, one saw shadows along the side of the road heading to Steve's Market. Someone was going to be hurt seriously or killed. That was why Mr. Slack supported this project.
- **Mrs. Kiefer** said as a Planning Commission, they had to look at this concept with a keen eye as to what the City might look like and how citizens wanted to be treated. She understood the Plan was unusual in that it represented multiple concepts. These concepts addressed the multiple ages of development along the road, road conditions, and vegetation patterns. One option was to bulldoze the whole street and make it conform to standards A-Z. Park Place residents who attended the various meetings said they wanted to keep the rural look of the neighborhood. Luckily, there were various concepts of green streets available. Planners and citizens were becoming aware of various ways to treat streets so that neighborhood patterns could be taken into consideration. The area did not want to lose front yards or old patterns of trees, walls, and fences. The design took into consideration all possible variations of character along the street while maintaining the sole purpose of the sidewalk which was safety. She thought if a home were currently in a non-conforming situation with regards to sidewalks, streets, walls, or vegetation, a condition of this Plan might address future replacement structures. She noted one house had its front steps on the right-of-way. She added green sidewalk surfaces like gravel would limit some forms of activities such as skateboarding, scooters, and strollers. She asked that the Planning Commission recommend the use of hard surface materials in the design and engineering phase. The Park Place Neighborhood Association was willing to assist staff where possible because it really wanted those sidewalks. Basically, there was a ton of new growth. There were 600 residents in the low-income housing. Most of them did not have private transportation, so they had to walk along the edge of the road. It was a big safety problem.

There were no questions from the Planning Commissioners.

Testimony neither for nor against

- **Don Calvert**, 15955 S. Sandalwood Road, Oregon City. Mr. Calvert discussed maintenance and upkeep of planter strips. There were two new ones in place, and they looked terrible. Was the City going to maintain them once there was an entire strip? That was an addition cost he did not see reflected in any of the reports.

Ms. Kraushaar replied that she and Mr. Konkol struggled with how to do green street treatments particularly on arterials where there were no front yards. Where there was a front yard or a commercial area, one saw the landscape strips being maintained. They saw less maintenance when they were in people's backyards. They actually changed some of the design standards to avoid long rows of backyards on arterials. They tried to have block systems with side yards and local streets coming off of it. In response to Mr.

Calvert's question, it was the property owner's responsibility to maintain the landscaping between the curb and sidewalk. It was the City's responsibility when the planting strip was in the median, and the street department maintained it. Bio-swaes were part of the stormwater infrastructure and would be maintained by the stormwater division.

Mr. Calvert did not see the planter strips being maintained. The new development with the new sidewalk, there was a green strip there that was not along anyone's house.

Ms. Kraushaar said the City could have code enforcement speak with the residents about maintaining the landscape strips. She did not have the perfect solution.

Mr. Calvert said in the beginning it looked nice, but then it looked like crap anyway.

Ms. Kraushaar said that was something that needed to be worked on as a City.

Chair Orzen commented this was something that all neighborhoods faced, and it was an issue where she lived. She thought the Neighborhood Association might put an article in its newsletter about maintaining the right-of-way. Perhaps people did not know that was their responsibility.

- **John Garrick**, 13806 Holcomb Boulevard. Mr. Garrick referred to the sidewalk between Redland and the bridge and asked for more detail in its location. Ms. Kraushaar pointed it out. He understood it would be on the cliff behind.

Ms. Kraushaar pointed it out. Unfortunately, that part of the road was very narrow probably because it was so steep. If there was going to be a sidewalk, it would have to be widened and would cost a fair amount of money.

Mr. Garrick asked if the widening would be on the Plaid Pantry side or the hill side.

Ms. Wildman did not think the roadway would be widened that much. One could currently walk up there kind of. Retaining walls would make it expensive.

Mr. Garrick asked if the retaining wall was on the Plaid Pantry side or the hill side.

Ms. Wildman pointed out the existing sidewalk and said it would follow the edge of the roadway.

Mr. Garrick understood the retaining wall would be on the Plaid Pantry side.

Mr. Konkol replied it would be on the south side.

Mr. Garrick understood then that the road would not be widened. To go by the standards with the current sidewalk and jogging path, he was at a loss as to how that could happen.

Ms. Wildman said it would be a 5-foot curbside sidewalk. There would not be as much space.

Mr. Garrick understood there would be a 5-foot sidewalk, bike path, 11-foot lanes, and the bank on the north side.

Ms. Wildman said the roadway was 11-feet, and there would not be a bike lane because of the constraints. It would be like a shared-use path. She would need a technical survey to figure out the width with the least cost. The path would probably be 5 to 6 feet.

Mr. Garrick understood then that there was enough room for a 22-foot road. He asked if the study had already been done.

Ms. Kraushaar explained that neither she nor Ms. Wildman had done that much work at this particular end. It was added at the end of Plan because there was a lot of concern for pedestrians. When Ms. Wildman visited the site, it appeared that the best solution would be to try to provide some kind of pedestrian infrastructure along the dashed line. This was a concept plan that would be engineered later.

Mr. Garrick asked how much of the \$1.8 million this would cost.

Ms. Kraushaar replied this section was not included in Phase 1.

Mr. Garrick understood the \$1.8 million was only Phase 1 and did not include this section. Was Phase 1 deemed the more hazardous than this curve?

Ms. Kraushaar replied Phase 1 served the most pedestrians. They did not do a hazard rating on the various sections.

Mr. Garrick encouraged looking at the hazard level. Using random numbers, 100 people in the second most dangerous area and 20 in the extremely dangerous area, meant that the 20 were in more danger than the 100. He encouraged the City to look at that section.

Ms. Kraushaar said the City would do whatever it could to make that area safer in the interim.

Mr. Garrick asked if there was any way to put in oversized speed bumps as one approached the corner.

Ms. Kraushaar said the City probably would not use speed bumps on Holcomb Boulevard because it was an arterial.

Mr. Garrick asked if there was a Park Place newsletter and said he would connect with Mrs. Kiefer.

- **John Walker**, 14246 S. Holcomb Boulevard. Mr. Walker said he sanded that same area every winter. There was heavy frost, and the traffic went across there at 15 mph to 20 mph. What was she talking about a guardrail? There were six feet from edge of road to the first bunch of trees, and that was all gravel. There were six inches from the white line with an 8-degree taper where the water ran directly over and down. There would need to be more than a guardrail to protect people. His wife ran there all the time. When he heard her say that, he thought you ain't been there. Something needed to be done to keep the traffic on the inside of that corner. There were accidents there every three months even in dry weather. There were three manholes right on the inside of that corner. They were 3-1/4 feet in diameter and steel. If one was going down there at 10 mph on a frosty morning and the front tire hit the first manhole, and the driver did not know what he was doing and hit the brakes, then the car would slide and hit the other two manholes and go over the center line. Mr. Walker discussed section 3 and pointed out his house. They had decent sight distance right now, but with all this where would he see going up or down? Where would his neighbor see coming out of his driveway going up and down? It was minimal at this point with no shrubs other than those he had for noise. With all of this, there would be no sight distance.

Ms. Kraushaar said this was a concept plan. In doing a design for any kind of construction, they would be looking at sight distance and choosing landscape materials that would not impact requirements.

Ms. Wildman said there was no vegetation added to the north other than what was already there. Those were approximations based on aerials and site visits. Any sight distance problems that he had currently existed due to that vegetation. While the swale looked dense and vegetated, it was just grass.

Mr. Walker put the whole thing in there. He bark dusted, cleaned, and mowed, and nothing grew there but grass and weeds. He got bark chips from the County so people did not have to walk in the street. His sight distance was almost all the way to the top of the hill and all the way down to Steve's Market. With those trees and stuff, people would have to nose out into the sidewalk to get half that sight distance.

Ms. Wildman said this was good information.

Mr. Walker said the cops used to park there because they could see up and down the hill and catch speeders. As the budget changed, they quite doing that and people went faster. He got people in that ditch twice a year in the winter and at least once in the summer. That was why he did not do anything with the ditch except to keep it nice and big. He had not heard about the public workshops.

Ms. Wildman used what she heard in the public meetings and visited the site. There was only so much a person could process if they did not live there. They tried their best and worked with several neighbor just up the street from Mr. Walker. Because of their issues, the design was changed in their particular sections. This was excellent information, and the Plan could be changed.

Mr. Walker did not mind the bio-swale because it kept people out of his yard. He was concerned about the sight distance because of older folks and kids who would be driving and did not look too well.

Ms. Wildman said this would all be ironed out during the engineering and design phase because the engineers would not let it happen.

Ms. Kraushaar added when it came to further design work, there would be more public involvement. They wanted to make sure nothing was missed and that there was buy-in.

Commissioner Seasholtz commented she had lived in Florida, so bio-swales were not a new concept. Most of the material in a bio-swale was low-lying, plus it dipped. If it was a problem, get out and whack it. She asked Mr. Walker if he had any good suggestions for Holcomb curve.

Mr. Walker said to just leave that ditch there. He pointed out the edge of road. There was six inches from the edge of the manhole. The fog line was dead center of those three manholes. There was six inches from the edge of manhole, and there was the bank. It was the tendency to stay away from the bank when driving. Drivers tended to hug the centerline and put the right tire on top of the manholes. As one came, one slowed and automatically hit the brake. If it was wet, the car started to slide. People have not learned to pump their brakes. Then you hit the second manhole. If it was widened to where the new people who just moved in put their plants, then widen it so the automobiles could stay to the white line. They would not feel they were against that bank. Even if it was just two or three feet. With the two-foot buffer, there would be more of a tendency to stay on the white line instead of out at the center of that corner. If one walked up there, you would see it immediately.

Chair Orzen reminded that parties that this was a concept Plan.

- Marie Gann of 14078 Holcomb Boulevard, Oregon City. She was in section 2 and pointed out her house. The street was already widened in front of her house, and she asked if that was the concept for the houses beside her. The neighbor to her right, if they widened in front of her house would be at her front door.

Ms. Wildman said that was what it would look like under County build-out to arterial width. In that section, it would actually come in a little bit from what was there.

Citizen said it was huge, and she liked it.

- **Paul Weber**, 16560 Noble Drive. Mr. Weber thought it was a good concept, but there were a lot of things that needed to be considered. The 6-foot sidewalks were taking away from a lot of other areas to make it beautiful when it could almost be left in its natural habitat. They needed that for traffic coming up and down Holcomb. There were new subdivisions, and he did not think there had been a lot of consideration of the increased traffic. Another subdivision was going in. Right next to him there was property that was going to be sold and developed in the next 18 to 24 months. There were a lot of kids on the road, and they did need the sidewalks. They did not need there traffic congestion like what was proposed in front of Steve's Market with the turn lane. Why not have a signal instead of a roundabout? The same thing at Swan and slow the traffic coming down hill. One was constantly hitting the brakes because that was a steep hill. That was right by the Section 8 housing. Those kids could come out from anywhere. It was dangerous. The traffic needed to be corralled. Make room for it, but also make it safe for the pedestrians. He referred to Section 2 and asked what protection there was for pedestrians changing from one side of the street to the other. What would make it safe to cross?

Commissioner Lajoie understood there was a marked crosswalk by Steve's. The next crosswalk was in the next section or maybe went up to Swan.

Mr. Weber was referring to a different section. He referred to the sidewalk on the south side coming across Hwy 213. At the first street, the pedestrian would transfer over to the north side. Where was the protection for the pedestrians? Drivers were more focused on that they were doing rather than pedestrians. That was not fair to walkers.

Chair Orzen believed that was one of the situations that would be worked out later in the project.

Ms. Kraushaar did not want to create pedestrian crosswalks that were not visible or that the motorist did not recognize as being a pedestrian crosswalk where he had to yield. This would probably be accompanied by signage and other alerts that would warn drivers that there was a pedestrian crosswalk. They would need to stop and yield to any pedestrian. Typically Oregon motorists were not aware of the fact that pedestrians did have the right of way in crosswalks. She thought there was ongoing public education to help people understand better who did have the right of way. At a signalized intersection, the pedestrian did not necessarily have the right of way unless he had the "walk" sign. In all other crosswalks, the pedestrian did have the right of way. They would want to make sure it was safe.

Mr. Weber said in Section 2 there was a roundabout and the center turn lane in the commercial area. Could the whole area be widened and find some way to slow traffic instead of creating congestion. A lot of people came down the hill to get to work.

Chair Orzen said that was probably another issue that would be addressed. There would be more workshops as the Plan progressed. This was just a concept Plan, and nothing was written in stone.

Ms. Kraushaar said the center turn lane was to help reduce congestion. If people wanted to make that turn, then they could get into the center turn lane and get out of the path of traffic.

Ms. Wildman commented turnaround and island were for pedestrian protection.

Mr. Weber said in 25 years it would be redone as things built up on the hill. A lot of money was going to be spent. He recommended looking farther than 10 years down the road because the hill was developing too fast. Traffic was getting out of hand. We have to protect the people.

Chair Orzen agreed that was another issue.

- **Tom Gile**, 16470 Trail View Drive. Mr. Gile asked if this concept Plan was put together without a clear cut source of funding. He heard people talk about hoping it came through. He attended some of the public meetings, and he did not remember hearing that the neighbors might have to pay for something if that was what they wanted.

Ms. Kraushaar had not wished to convey that message. Even before thinking about funding a project, it had to be adopted into a capital improvement program. The goal was to figure out how to fund any improvements on Holcomb Boulevard by using hopefully some County and City dollars, CDBG funds, federal funds for Safe Routes to Schools, and any other funding source the City could identify. In addition to that, maybe the City could not get to that \$1.8, so it would be a good conversation to find out if there would be some kind of public support. There were legislative processes and local code requirements to go through certain processes to do an LID or reimbursement district. That involved those who would be impacted by any kind of a charge. In some cases, if one lived in a new subdivision, the developer may have signed a waiver of non-remonstrance for an LID. Individuals could still say they did not want it or thought the amount was unfair. That was the formal process if the City got to that point. It might be more of a tool where a small amount of money distributed among a lot of people might help achieve the full project. She would look for other sources of money before looking at an LID. They were very controversial. Park Place went through an LID for its sewer annexation, and she thought there were still some wounds from that process that the City did not wish to reopen. Public works was trying to build a relationship with Park Place and tried to find funding to put in sidewalks, streets, and water lines whenever possible. They were trying to build community. If there was so much controversy to using LIDs as a funding source, the City would be listening. It was not definite about charging residents. It was one of those things one could identify as a funding source. Whether it was practical or realistic was another question. There would be a hearing before the City Commission. It would start with a notice to all affected parties of public meetings. The formal part of the process would be hearings before the City Commission.

Chair Orzen said there had to be a plan before funding was sought. It might not be a perfect or complete plan, but it was needed first.

There was no further testimony, and Chair Orzen asked if the Planning Commission had further questions or comments.

Commissioner Lajoie was concerned about the curve as well. He was wondering if there had been any thought of putting the pathway down through those trees.

Ms. Wildman responded that Alta Design also did the Trails Plan for Oregon City, so that was considered. The conditions were constrained but could be revisited. Use would be limited to those who were fit and able bodied.

Commissioner Powell said there were steps like that in the McLoughlin Neighborhood that went up to Eastham, and it was used quite often. On the other hand, people were not in traffic. He thought that would be something to consider.

Commissioner Seasholtz suggested board-walking the sidewalk instead of paving.

Ms. Kraushaar said whether the hearing was kept open or not, staff would be submitting a suggested language change to Section 2 that addressed realigning Beemer Way. It talked about the City's purchasing property, and it should be more vague than that. It should say that realignment was recommended and that realignment was recommended and would be part of a Plan one day. It was hard to say exactly what the process would be at this time.

Chair Orzen closed the public testimony portion of the hearing and moved into Commission deliberation.

Commissioner Powell thought it was a good Plan and was pleased to see that the Neighborhood Association and neighbors got involved in the process because that was critical. He understood that it went on for a long time and would continue. This was only a concept plan. They all started that way, so he advised citizens to stay close to it. It could get out of hand quickly. If there was money, things would happen. That was not a bad thing. It meant that Ms. Kraushaar was doing her job and found the money to move forward. He thought it was critical. He was out there in broad daylight, and it was nasty. He was all for it. He thought it was a great Plan. He wanted to move forward and send it to the City Commission. He really liked the types of pedestrian access. One was not just walking along a flat sidewalk that was 12 miles long. There were differences in the sections. He really liked the idea of the historical piece. He applauded the Neighborhood Association for working so hard on this.

Commissioner Lajoie spent a great deal of time there on his bike and has walked and driven it a number of times. He was equally concerned about the curve area. Last summer he was riding his bike down that curve, and a car drove by and moved him over. He had a little accident there, so he would be watching that corner too as the details developed. He concurred with Commissioner Powell. Although a lot of details needed to be worked out, he liked the different characteristics along the project. It was appropriate for the street as well, and it seemed to work. It gave a distinctive feeling. He thought it was a good job so far.

Commissioner Carr concurred with the previous comments. He thought it was a great plan for the future. It would take up to 20 years to see this realized. A lot of changes would be made along the way. He agreed a lot should be done about that curve and believed there were a lot of good ideas that could be voiced in the future before it came to fruition. He believed it was a good plan overall. As Commissioner Powell said, the Neighborhood Association was really involved, and the members did a good job. He thought it would be good for the City.

Commissioner Seasholtz would be happy to walk to the neighbors without fearing for her life. She lived on Holcomb and was excited about this although she was in Phase 3. Someday she could walk next door.

Chair Orzen applauded the Plan. It had good concepts, and she like the transition with different designs and streetscapes with the bio-swailes and thinking outside the box. It was not a one-size fits all proposal. This was a unique area that transitioned from older neighborhoods to newer developments. She thought this was a very good start. She urged that everyone stay involved in the Plan and its transition. Stay involved with the Neighborhood Association. When it came time to go after the grant money, she urged people to start writing letters. Ms. Kraushaar could use the help. She thanked everyone who took part.

Ms. Kraushaar thanked those who participated at the public hearing.

Commissioner Powell moved for approval of L 05-01 and request that it be forwarded to the City Commission for its approval. Commissioner Seasholtz seconded the motion.

Mr. Konkol said it was noticed for March 16. He recommended that that date be identified as it would be at the City Commission's discretion whether it wanted to take public testimony or to continue the item. He

suggested that the Planning Commission recommended it to that date certain and let the City Commission decide what to do at that point.

Commissioner Powell believed his motion took that into account.

A roll call was taken, and the motion passed with Commissioners Carr, Seasholtz, Dunn, Roddey, Powell, Lajoie and Chairperson Carter, voting 'aye.' [7:0]

Chair Orzen called for a five-minute recess.

L 05-02 The adoption by Ordinance of the McLoughlin Boulevard Enhancement Plan as an Ancillary document to the Oregon City Transportation System Plan. The site was located on McLoughlin Boulevard from the Railroad underpass north to the Clackamas River Bridge.

Mr. Konkol said the proposal was to amend the TSP with the McLoughlin Boulevard Enhancement Plan ("Plan"), which proposed multiple design concepts for McLoughlin Boulevard that provided for vehicular, pedestrian, and bicycle facility improvements through lane design, traffic calming, landscaping, and increased pedestrian accessways along McLoughlin Boulevard and to the Willamette River.

McLoughlin Boulevard was designated a Special Transportation Area (STA) from the railroad underpass north to 14th Street by the Oregon Department of Transportation (ODOT). An STA was a state highway designation that could be applied to a segment when an existing downtown straddled the state highway in existing urban centers. The primary objective of an STA was to provide access to community facilities, businesses, and residences and to accommodate pedestrian, bicycle, and transit moving along and across the highway in a downtown.

Through the cooperation with the Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC), and ODOT, a Plan was created that identified 5 segments and designs for McLoughlin Boulevard. The Plan identified changes to the TSP. These changes would not be made to the TSP at this time but would be included when the City reviewed and updated the TSP in the future.

The proposed Plan recommended a new vehicular and pedestrian street design for a one-mile segment of McLoughlin Boulevard. The land uses adjacent to McLoughlin Boulevard on the west side of the street north of the I-205 bridge to Main Street and on the east side of the street were primarily commercial and zoned Mixed Use Downtown. The existing Blue Heron Paper Mill located on the west side of McLoughlin Boulevard near the underpass was zoned Industrial. A majority of the west side of the street, other than the sections identified above, was adjacent to the Willamette River, Clackamette Park, or other properties owned by the City.

Notice of the public hearing for the proposal was published on January 19, 2005 in the *Clackamas Review* and mailed to all property owners within 300 feet of McLoughlin Boulevard. ODOT in cooperation with Ms. Kraushaar, City Engineer and Public Works Director, submitted comments identifying revisions to the Plan. Those were included as Exhibit 2. Staff recommended that those be included as a condition of approval of the Plan.

After being designated as a Regional Center in Metro's 2040 Growth Concept Plan, Oregon City developed its Downtown Community Plan, which was adopted by City Commission Ordinance 990134 on February 4, 2000. The Downtown Community Plan laid out a concept for McLoughlin Boulevard that was intended to create a multi-modal travel environment. This section of the state highway currently focused on car and truck mobility through the downtown and was uninviting and unsafe for pedestrians, bicycles, and urban

riparian culture. The road created a barrier between Oregon City's downtown and the existing riverfront and natural resources available to be utilized.

When creating the Downtown Community Plan, Oregon City residents and businesses recognized the importance of reconnecting the downtown to the Willamette River. They concluded that the vitality the River could bring to the downtown was greatly deterred by the highway's omnipresent cars and trucks. Enhancing McLoughlin Boulevard to welcome to non-vehicular activities would be a key component in achieving the Downtown Community Plan and creating a place where Regional Center expectations could be met.

Mr. Konkol reviewed the four criteria for approval of a legislative file.

1. Plan implementation process.

The public involvement process included a workshop in spring 2003 and a work session with the City and Planning Commission in June 2003. The Plan was designed to meet the goals and objectives identified in the Downtown Community Plan that was adopted by Ordinance. Five segments were identified along McLoughlin Boulevard with varying street designs to fit into the existing right-of-way and the needs of the area.

2. Adequacy of the Plan to guide land use actions.

Because there was no area specific street design in the TSP, staff considered the Plan necessary to meet the demands of a growing City by providing a street design that fulfilled the transportation requirements of ODOT and the City as well as incorporating aesthetic and pedestrian and bicycle connectivity and safety design elements to meet the goals and objectives identified in the Downtown Community Plan. The proposed Plan relied on the TSP, the Water Front Master Plan, ODOT street design standards, the Comprehensive Plan, and the Oregon City Municipal Code (OCMC) to help guide the vision and development of the document. The Plan reviewed the need for left-turn lanes at McLoughlin Boulevard and Main Street, the needs for the design of the I-205 ramps, the future left turn capacity at Dunes Drive, preferred land widths, the street design north of I-205, and bicycle access. As stated earlier, staff recommended that the ODOTD comments be included as a condition of approval.

3. Whether the Plan still reflected community needs, desires, attitudes, and conditions.

The Downtown Community Plan identified several objectives including the following:

Objective 5: Emphasize Pedestrian and Transit Services. Develop a setting that is conducive to walking, bicycling, and transit while providing accessibility to regional automobile and freight networks.

Objective 9: Reconnect with the River. Provide safe access to and use the rivers and waterways.

The McLoughlin Boulevard Plan currently provided limited physical and visual access to the Willamette River. Part of the problem was due to the lack of safe pedestrian crossing areas and the narrow sidewalk with no street trees or buffering from the roadway which provided for an unsafe and uncomfortable pedestrian condition. The Downtown Community Plan identified the need for public amenities such as plazas and viewpoints that would preserve and enhance the relationship between the built City and the beautiful river and natural landscape that surrounded the downtown.

The proposed Plan street design implemented the goals and objectives of the Downtown Community Plan, which reflected the community's needs, desires, and attitude concerning the present and future condition of McLoughlin Boulevard. The Plan created a design that reduced traffic speeds, provided for plazas and

sitting areas to utilize the natural environment surrounding the area, reconnected to the downtown, enhanced pedestrian and bicycle access, and provided landscaping to buffer pedestrians from existing vehicular traffic.

4. Addition of updated factual information.

The preferred Plan showed 11-foot travel lanes and 7-foot parking lanes south of 14th Street and 12-foot travel lanes to the north. The 11-foot travel lane was narrower than typically approved by ODOT as classified in its District Highway Plan; however, in an STA, ODOT sometimes allowed for narrower lane widths. On January 14, 2004, the Oregon Transportation Commission adopted an STA for McLoughlin Boulevard from the railroad underpass north to 14th Street. Based on that designation, the 11-foot travel lane and 7-foot parking lane would be acceptable for this Plan.

Ms. Kraushaar provided a slide presentation. She offered background on the project. Mr. Konkoi mentioned the citywide planning processes that occurred to bring the City to the point that it felt it needed a plan for McLoughlin Boulevard. Those were the visioning process and the Downtown Community Plan that was needed to create some sense of how the downtown would develop as a Regional Center. At that point, the City realized a lot more concept planning would need to be done to lead to design and finally construction. The City applied for Transportation Growth Management (TGM) funding through ODOT and was successful in getting the funds to do this Plan. The team that prepared the Plan was made up of ODOT, Metro, Oregon City, the Citizen Advisory Committee with representatives from the Planning Commission and Transportation Advisory Committee, and stakeholders in the downtown and along McLoughlin Boulevard. There was a series of open houses. This was truly a facelift of McLoughlin Boulevard in the downtown area and could be one of the City's biggest and most challenging projects. It was still key to restoring vitality in the downtown. It was clear from the community that it wanted to connect with the river. Oregon City started out as a riverside town with barges and boats coming right into the downtown. When the highway 99E was built as a connector from Portland to the south, then that went away. The City wanted to provide through ability as well as connectivity between downtown and the river.

Ms. Kraushaar showed the project area. With this Plan one would see that no more left turns would be allowed at Railroad Avenue. In the very wide area between the travel lanes on McLoughlin Boulevard was all asphalt. What was planned was essentially major landscaping that would take away the asphalt and turn it into a downtown gateway. The Plan did not propose bike lanes on that end of McLoughlin Boulevard but proposed that riders get off 99E and use Railroad Avenue northbound through Oregon City using Main Street as a parallel route to 99E. There was limited right-of-way up through Main Street. ODOT was concerned about left turns off of 99E onto Main Street in both directions because of sight distance issues, the curves, and the tunnel. Oregon City felt very strongly that it needed to preserve left turn access. That issue was not completely resolved with this Plan. As written today, ODOT would continue to monitor that intersection and depending on its findings may remove the left turn lane. Staff believed there would be a public process in doing that, and the City would look for other solutions to ensure there was a left turn into Blue Heron and left turns onto Main Street.

Ms. Kraushaar reviewed Segment 1 that included stunning architecture with the Hwy 43 bridge. The existing alleyways would remain in place. The City wanted to make sure that any access to the downtown was not disconnected with this Plan. It would also look at some of the architectural features and use those in the design work. She discussed the introduction of more on-street parking and showed the cross section. Between Main Street and 12th Street, they would be looking for opportunities for on street parking whenever possible. There were a lot of people using the riverfront for fishing, and it helped to be able to have car access. The City had the right-of-way, and there were some businesses that could benefit from the parking. There was also great concern about adequate parking in the downtown area as it increased in density. The City was looking for additional parking spaces. There were still concerns with safety issues at the curve with parallel parking. The City would also introduce a wider sidewalk on the riverside with vegetation. There

would be plant materials that did not require a lot of soil. There was on-street parking by 6th Street with a divider.

Segment 2 was A Street to 12th Street. There was a bridge between 8th and 10th Streets. There were stairs behind the Courthouse that took one down to the bridge; however, it needed work. This section would have on-street parking with four lanes of traffic. The sidewalks would continue to be wider on the riverside with continuous sidewalks on the downtown side. This Plan looked at the importance of inviting people to the downtown and the elements of those side streets such as Singer Creek Falls. Although this Plan did not focus on improvements on the side street, the City wanted to recognize it was all about the downtown and making the riverfront a part of that. Part of making the connection was pedestrian access between the downtown and the riverfront. Today the signals at 10th and 14th Streets had minimal pedestrian amenities. They did not all have ADA access ramps, and it was clear they were not designed to get pedestrians to the river. Those traffic signal areas would be spruced up as well. One did not see a lot of pedestrians using the 14th Street signal largely because there was a jersey barrier on the riverside of McLoughlin Boulevard. She showed the existing conditions that needed improvements. The multiuse path near the 14th Street signal would be improved. She noted the future trail that would go to Jon Storm Park and on to Clackamette Park and The Cove. It was all part of the regional trail system. Today there were four travel lanes with no landscaping. She discussed the riparian culture that did not really exist. The Plan would provide for some landscaping or treatment that gave the feeling of some greenery and hopefully provide habitat for some wildlife.

She pointed out the combination of Segments 2 and 3 between 8th and 12th Streets. There were several cantilevered plazas off the pedestrian way on the riverside. There was also a lot of talk about using the TriCity sewer interceptor pipe under the viaduct. The City could continue to look at that, but there were constraints related to using TGM grant funds. ODOT was not interested in looking outside the right-of-way to develop more detailed concepts for that type of improvement. She showed a slide of what existed today at 12th Street. The TSP called for 12th Street connecting to McLoughlin Boulevard. Today there was Water Sports on one side with a vacant lot on the other. The additional connection to downtown, particularly at 12th Street that took one to Washington Street without an obstacle, would provide a clear understandable way to way for people to get in and around Oregon City. In the future one could expect to see traffic signals at 10th, 12th, and 14th Streets in that particular section. The hope was to provide three safe pedestrian crossings with timed signals. They also looked carefully at where there might be a landscaped median to slow traffic in that area. Vertical elements helped to create an environment where people tended to drive more slowly. It was understood that McLoughlin Boulevard was relied upon for freight and commuter traffic, but the ideas was to have a more controlled rate.

Ms. Kraushaar discussed 15th Street to the Clackamas River. There was a lot of pavement, and the one turn lane was incredibly wide. She felt it would be safer and provide for a more metered traffic flow if the ramp and turn onto the northbound ramp were tightened. The City did not have a lot of liberty to do anything with the interchange area. It hoped there would be more landscaping, public art, or historic pieces along McLoughlin Boulevard. On the north side of I-205, they were not able to come up with a Plan that seemed long-range or permanent between I-205 and the river. The group wanted to see a frontage road concept. There may be redevelopment of the Oregon City Shopping Center and could include more density and perhaps some housing. The Water Front Master Plan called for some mixed-use concepts in that area. The City was hoping at that point to make it more for through movements with a frontage road on the nonriver side that would serve this future mixed-use area. They were not able to get there because there was a consensus that there needed to be stronger land use plans and circulation plans for the Oregon City Shopping Center area before streets were designed. People would want to see more of a grid that would demand a frontage road. They settled for the typical boulevard design with a planted median and trees on both sides. Ms. Kraushaar suspected in time as a more detailed plan was done for those areas that there would be revisions to this end of the Plan. Ms. Kraushaar provided typical cross sections for the south end.

She discussed landscaping treatments on the riverside that included pergolas that would be a place for greenery and perhaps provide some protection from the rain in the fall and winter. They wanted to make sure there was a view of the river and falls, so these would take careful design work to ensure they functioned as intended.

There was discussion that ODOT would be working on the viaduct between 8th and 10th Streets within the next 10 to 20 years. ODOT recognized that if it viaduct improvement, then it would want to widen them for wider sidewalks on both sides. At this time no one knew who would pay for that, so it was left for a future item to be resolved at the time of reconstruction. It was not part of the Phase 1 project. A Phase 1 project was identified as being the most important between 10th Street and I-205. That was the downtown area where there was some vacant land that would develop someday and would be the 12th Street connection. There was a lot that could be done with the riverside as well as getting the trails to connect. That was what was selected as the Phase 1 project. Now the Comprehensive Plan and TSP had to be amended. There was not full consensus on the interchange operations on 99E. The TSP showed the need for dual left turn lanes as one came south to I-205. ODOT was concerned that as one got onto the southbound on ramp to I-205 off McLoughlin Boulevard that if one had two lanes of traffic getting on there if one was a truck that ramp was not large enough for two lane of traffic. ODOT was not comfortable with approving the dual left turn lanes because there was inadequate receiving area on the ramp. She thought those needed to be considered in more detail, and it was written that the interchange area needed more work and study. With time she felt things would change, so that section was not too precise. The Plan also addressed in great detail they bicycle access in the McLoughlin Corridor. The report did not speak to how much analysis was done. There was a memo that the consultant prepared that discussed bicycle access. The Committee and the technical people thought a lot about providing for bikes on McLoughlin Boulevard. She felt that was addressed well. The statutes and statewide Planning Rule required bike lanes on arterials. In this instance, the case had to be made for them not being on the arterial because there was a good parallel route.

The next steps would be to adopt the Plan into the TSP. She felt Oregon City competed well at Metro for funding partly because it was a regional center. In the last two rounds of federal funding distribution, the City got money for preliminary engineering for Phase 1. In the second one, Oregon City got money for Phase 1 construction. The design and construction phases were mostly funded by federal dollar. Oregon City was able to compete well because it was able to offer a generous local match because this was in the Downtown Urban Renewal District.

Mr. Konkol entered into the record Exhibit A, which was a letter from Denyse McGriff, McLoughlin Neighborhood Land Use Chair, that indicated the proposal did not conflict with their Neighborhood interests. Exhibit B was a 4-page letter dated February 18, 2005 from Ross Kevlin of ODOT that included a 2-page cover letter. Pages 3 and 4 of the exhibit were the same recommendations that were included as Exhibit 2 of the staff report.

Male Commissioner asked the current lane width.

Ms. Kraushaar responded that the lanes were currently 10-1/2 feet.

Male Commissioner asked how the width would accommodate what was being planned.

Ms. Kraushaar replied the Plan did not include any surveying, so the consultant used aerial photos and tax maps. In most of the areas, she believed there was room by reconfiguring what was in the right-of-way today to get the wide sidewalks. She did anticipate there were 3 or 4 properties where some right-of-way would have to be purchased. As part of the design work on Phase 1, a freight access and mobility was required

through the STA as well as an access management plan for the existing driveway. All of those driveways needed ODOT permits and that they were all functioning well relative to the road and the business.

Commissioner Roddey discussed the electrical transmission tower next to the bridge. He understood that was an historic structure could perhaps be relocated. He asked if removing parking on the riverside was considered. This was a Plan that was supposed to encourage people to come downtown. There was a cantilevered walking area on the riverside. Parking in downtown was already problematic. If one wanted to encourage people to get out by the river and create more space, then why not remove those 15 – 20 parking spaces next to the river and make it a beautified walking area. Find parking somewhere in town that would encourage people to go downtown. He could not find a place to park when he wanted to use the bus.

Ms. Kraushaar said parking was a very sensitive issue. The Courthouse demanded a lot of parking including the defendants, sheriff, police, judges, and juries. Jurors were encouraged to use the 13th Street lot. Staff was working with changing land uses in the downtown including the former County Commissioners' office and across the street. There used to be 8-hour meters there. Both of those developers requested 2-hour meters. A lot of changes and questions and demands – it was a program that needed some refinement. She spoke with the City Manager about the parking situation and proposed a study to make sure parking was compatible with the needs. It would also look at where parking on McLoughlin Boulevard could be eliminated. She would foresee more discussion after the parking study. The intent of this Plan was to maintain as much parking as possible. This was a concept plan. The on street parking by the electric tower was on the viaduct, so there would not be any construction there. She suspected there would be a lot more discussion that would need to occur that preserved parking while achieving the other goals. She understood the downtown people thought parking was very important, so this was a troublesome issue.

Chair Orzen commented on the southbound ramp onto I-205 going to two lanes. She felt that was extremely necessary. There were times of the day when people tried to make a second lane. She would petition ODOT to do a study of that issue because something needed to be done.

Ms. Kraushaar discussed the metered ramp, and there needed to be more discussion later.

Chair Orzen asked if the frontage road would come off what was now known as Firestone Alley and creating the frontage road between that and the Main Street extension.

Ms. Kraushaar said that was a possibility but was not in this Plan.

Public Testimony

- **Jeff Adair**, 939 Haley Court. Mr. Adair had some observations and questions. The first slide showed the tunnel, and Ms. Kraushaar discussed limiting the right turn lane. He recalled that was a double-yellow line and was already an illegal turn. The comment was made that the City wanted people to come downtown and spend time. If one did spend time there, then one would realize it smelled terrible. He did not know what one would do about that and if it was the Mill or the treatment plant in West Linn. That was another deterrent. One thing that seemed to be a concern was the parking situation. A year ago, there was a mass exodus by the County, and he understood the Courthouse would be leaving the downtown in the near future. Probably about the time the Plan was implemented. That would relieve some parking stresses. The medians with the trees concerned him although it was a traffic-calming device that provided protection and barriers. He perceived it would be a maintenance nightmare in the future. Trees were hit by cars and never replaced, so there was disrepair in the medians. There was some discussion of southbound McLoughlin Boulevard to I-205, but in the morning he personally got on at McLoughlin Boulevard northbound. It often backed up to 14th Street. 15th Street was a four-way stop in the mornings because everyone was stopped. He did not know if that street did a lot for access, and he suggested looking at removing it from the access area. There was a vacant lot at 12th Street that used to

be a car lot until it caved in, and a parking structure might be a better use of that land. Alternately, it might be incorporated into the downtown redevelopment as additional parking.

Ms. Kraushaar thought those were good comments. The last one about the gravel lot was owned by the Urban Renewal District, and she thought in time one of the desires was to have underground parking with mixed use above. It could be a private public venture and was something the City would look at further. Once there was move downtown transit, there might be some money for transit-oriented development. In the meantime, one might see it as a surface parking lot.

Mr. Adair discussed the 1996 flood and underground parking and noted it was very close to the river.

Commissioner Seasholtz commented taking out 15th Street would a place for a parking structure

- **Sherry O'Brien**, 6541 SE 128th Avenue, Portland; 10th and Main business owner. Ms. O'Brien spoke in support of the Plan. Access to I-205 going both north and south turned into an hourglass system with people coming in from all sides and trying to split out. If there were an opportunity to turn that into a wider area, then that would be wonderful. She had a question about turning onto Railroad Avenue. If she came down Main Street, the only way to get back was to turn left onto Railroad. How else would one get back?

Ms. Kraushaar said one would turn at 6th Street instead of 99E.

- **Mr. Kahn**, business owner at 1321 SE Main Street. Mr. Kahn heard there would not be a widening. He was concerned that 50% of his business came off McLoughlin Boulevard, and he had a driveway. He was concerned if there would be a requirement to shut down an existing driveway.

Ms. Kraushaar replied that would come during the design process. There would be an access control plan, and driveways that were not already permitted by ODOT would be considered. She could not answer Mr. Kahn's question today, but he would be actively involved in the discussion.

- **Don Belshaw**, 156 Ogden Drive, Oregon City resident. He asked if there were any plans for recreational boating along the river.

Mr. Konkol said the Jon Storm Master Plan was recently approved which included the transient dock just north of the I-205 bridge.

- **Larry Morton**, Oregon City resident. Mr. Morton owned half a block between 5th and 6th Streets and had a business there. He addressed the negative parts of Segments 1 and 2 and the cross section 50 feet west of Main Street looking west. Narrowing it to 11-foot lanes he wondered how a 45-foot semi-tractor could make that corner. If anyone ever followed a semi going into the railroad tunnel, it took up both lanes. If you were beside him, then you were squashed like a bug. He did not understand how a semi could make that turn without people stopping behind him so he could take both lanes. Those corners on the east side, the lanes were at least 20 to 25 feet wide at what would be 5th and McLoughlin Boulevard. He had two cars mutilated by semis coming around the corner at the current width. Narrowing those lanes to 11 feet would be a suicide mission. ODOT used to allow 17 spaces on the west side of McLoughlin Boulevard between 5th and 6th before the falls viewing area was built. They deemed it unsafe to have parking with the lanes the width that they were now. He did not understand how they would be narrowed to half the current width and still have parking. His employees used to park across the street, and they used to call it resale corner. Any guy that wanted to sell his car parked it there. Not one winter went by without a car being totaled. It was semis coming around the corner. He saw it a sheer impossibility making that curve if narrowed. Secondly, he owned a business right across the street in that location for 25 years. Since that falls viewing area was put in for \$1 million or whatever, he saw

roughly four people a month using that area. Somehow he imagined tax dollar could be used better than that. If the City was so darned busy trying to reconnect to the river, then why were there not more people in that area. There was parking on the paper mill side of 5th and McLoughlin Boulevard. There was disabled and one non-disabled in that area. There was virtually never any one there. There was one vehicle tonight with an older gentleman in a 1998 Explorer that was in the slow lane. He jumped the curb and almost took out two flower planters. He ended up in the disabled persons parking with two bent rims. That was with the current lane widths. If the City wanted safety, then this Plan had better not be put in. It was not a big problem once one got past the bridge, but one could not do it going around the corner. This would effectively put him out of business. It blocked all access to two bays of his building on the McLoughlin Boulevard side in the fat area. His office parking lot was cut off. Even his access from 6th was cut off, so he was shut down. That would lead him to use Measure 37 because half of his property was zoned light industrial, and it was downzoned twice. Now he was in MUD zone.

Chair Orzen said those issues were valid and would be considered in the future.

- **Neil Leland**, 25859 S. Lily Lane, Canby. Mr. Leland was a daily commuter between Canby and Portland. He reiterated much of what Mr. Morton said. If one followed trucks going southbound on 99E, it went down to one lane in the tunnel. He was having a hard time making those lane widths, parking and green spaces work. He cautioned against that because of safety and transport maintenance work. He discussed the landscaping and other amenities. He lived on a farm and was looking ahead to a drought. It was a peripheral, and he wondered if that was a good use of water. Was that part of the long-term conservation goals of the City? He understood the need for beautification, but he had concerns. It seemed there were enough questions with this proposal that perhaps it would be best to table approval until some of those questions were answered in terms of safety and making the math add up.

There was no further testimony, so Chair Orzen closed the public testimony portion of the hearing.

Deliberation among the Commissioners

Commissioner Carr asked Ms. Kraushaar if ODOT had anything to say about the curve from the railroad underpass to 6th Street related to use by trucks, etc. He understood ODOT thought a two-lane ramp was too tight. Did ODOT comment about the area Mr. Morton discussed?

Ms. Kraushaar said ODOT had traffic engineers on the TAC as well as DKS Associates who did an analysis of the corridor and signal timing. Neither one of them found that trucks could not make the curve with the 11-foot travel lanes in that area. She thought perhaps it had to do with travel speed. She thought narrowing the lanes might meter the vehicle speeds. Traffic engineers were involved throughout the Plan.

Commissioner Carr understood that the gentleman's business would be addressed in the future. He understood that would also apply to Mr. Morton's business. It did not seem that access would be cut off. Ms. Kraushaar had said those issues would be considered in the design phase. This was not a final design under consideration at this meeting.

Mr. Konkol said the public would have an opportunity to testify before the City Commission. The Planning Commission hearing was closed, and it was not the time to debate across the Chamber.

Commissioner Lajoie said the Planning Commission had a presentation on this Plan about 9 months ago, and he hoped at the time it would work. He was not all warm and fuzzy about this. He thought the river was the most important part of the City. The connection back to the river needed a lot of work. The river needed a lot of work too. As a master idea, there seemed to be a lot of conflicting pieces. Traffic, how many lanes,

how wide the lanes needed to be. We wanted trees. We wanted to develop and edge. We wanted to get back to the river. This was just not doing it for him.

Commissioner Powell did not disagree with Ms. Kraushaar in that it was going to be a difficult project. There were a lot of issues that had to be addressed. Like everything else, there had to be a Plan to set a direction. He noted that there were a lot of concerns yet, and a lot of them would come forward. Most of them were engineering issues. A lot had to do with parking. There was a nice view that was underutilized because no one can get to it. Maybe you could park there. One could not park there easily. There were day campers all along the wall. It was a difficult situation since he moved here 12 years ago. When he was on the Commission, one of the things discussed was removing 99E and moving it back to Railroad. The City was stuck with what it had. Portland moved its freeway off the river, and they got a wonderful product. He truly believed Oregon City needed to get back to the river, and it frustrated him trying to get there. He thought it was important to have a Plan. He supported the Plan but did not agree everything. He believed this was a good start and supported moving it to the City Commission.

Chair Orzen was in favor of moving the Plan forward. It was not perfect and would take a lot of work to get it so. There was only so much money to get the Plan to this point, and there was no money to tweak it any more or conduct more studies. The City needed to adopt something in order to move forward and do something with McLoughlin Boulevard and reconnect with the river. That was a huge issue in Oregon City. There was no way to get to the river except at Clackamette Park. She was in favor of adopting the Plan but keeping track of it. She encouraged people to air their views before the City Commission.

Ms. Kraushaar said there would be public involvement in the Phase I design process. There would be flyers and notices in the paper.

Chair Orzen urged that all of the downtown merchants stay involved through the downtown organization.

Male Commissioner moved for adoption of L 05-02 and forwarding it on to the City Commission. Male commissioner seconded the motion.

Mr. Konkol added for clarification that this approved the recommended changes in Exhibit 2.

A roll call was taken, and the motion passed with Commissioners Carr, Seasholtz, Dunn, Roddey, Powell and Chairperson Carter voting 'aye.' Commissioner Lajoie voted 'no.' [6:1]

Mr. Konkol made several announcements:

- The next hearing was scheduled for the City Commission on March 16, 2005 at 7:00 p.m.
- The Planning Commission had requested a meeting with the Natural Resources Committee and Historic Resources Board and a session to draft goals and objectives. Mr. Kabeiseman wanted a work session to discuss other issues related to land use topics. Mary Palmer was putting together new neighborhood boundaries. He proposed canceling the March 7 work session because the materials were not ready. On March 14 there would be a public hearing on a variance which was not anticipated to be long, so he proposed that Mr. Kabeiseman have the work session after that. The annexation would be back before the Planning Commission on March 28, so he recommended not putting anything else on that agenda. He suggested a work session on April 4. The Planning Commissioners agreed they would want to meet with the two advisory boards prior to developing goals. Mr. Konkol suggested meeting with them on April 4. The group agreed to begin Monday meetings at 5:30 p.m. Mr. Konkol would add the neighborhood boundaries to the April 4 work session. The boundary was not a land use issue, so it would go to the City Commission for adoption. The group agreed to meet on April 11 in a work session to begin goals and objectives and neighborhood boundaries.

- Mr. Konkol recapped March 7, cancelled; March 14 variance hearing with Mr. Kabeiseman's work session; March 21 nothing scheduled; March 28, annexation hearing; April 4 work session with Historic Review Board and Natural Resources Commission; April 11 work session on neighborhood boundaries continuing and begin goals and objectives; and April 18, nothing scheduled for hearing.

Chair Orzen adjourned the meeting at 10 pm.

Respectfully Submitted

Tony Konkol, Senior Planner

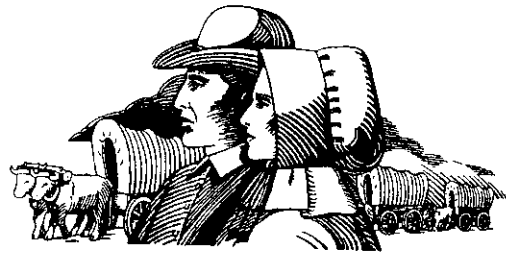
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CITY OF OREGON CITY

PLANNING COMMISSION

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AGENDA

City Commission Chambers - City Hall

March 28, 2005 at 7:00 P.M.

The 2005 Planning Commission Agendas, including Staff Reports and Minutes, are available on the Oregon City Web Page (www.oregoncity.org) under PLANNING.

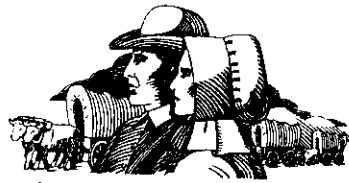
PLANNING COMMISSION MEETING

1. **CALL TO ORDER**
2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA**
3. **APPROVAL OF MINUTES:** *February 28, 2005*
4. **HEARING:**

AN 04-01 (Quasi-Judicial Hearing), Applicant: Guy and Lisa Matychuck. The applicant is seeking approval of an annexation of 13 properties located on Beutel Road. The sites are located at the east end of Beutel Road and identified on the Clackamas County Map as 3S-1E-12BD, tax lots 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000 and 1100 and 3S-1E-12B, tax lots 1400 and 1401.

6. **ADJOURN PLANNING COMMISSION MEETING**

NOTE: HEARING TIMES AS NOTED ABOVE ARE TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.



CITY OF OREGON CITY

INCORPORATED 1844

Community Development Department
Planning Division

320 Warner Milne Rd. - P.O. Box 3040 - Oregon City, OR 97045
Tel: (503) 657-0891 Fax: (503) 657-7892

TO: Oregon City Planning Commission
FROM: Tony Konkol, Senior Planner
DATE: March 22, 2005
RE: AN 04-01: Beutel Road Annexation

Dear Commissioner's

At the February 14th Planning Commission Hearing the public hearing was continued to March 28th for additional information to be submitted. I have enclosed the following new information that has been submitted to the City for your review and consideration at the Public Hearing concerning this application that is scheduled for 7pm on March 28th at City Hall:

- 1) Exhibit A: Report from Brannon Lamp of Environmental Management Systems, Inc. dated March 21, 2005; and
- 2) Exhibit B: Letter from Mr. and Mrs. Reitenbaugh dated March 2, 2005.

Environmental Management Systems

March 9, 2005
(revised March 21, 2005)

Guy and Lisa Matychuck
11157 South Beutel Road
Oregon City, OR 97045

Re: Preliminary Evaluation of Properties' On-Site Wastewater Systems and General
Environmental Conditions at:
South Beutel Road, Oregon City
Subject Parcels:

T 3S, R 1E, Sec. 12B & 12BD, Tax Lots 100-1100, 1400, 1401, 3300,
3400

Dear Mr. & Mrs. Matychuck,

It was a pleasure meeting you at the Oregon City Planning Commission meeting on February 14, 2005. As discussed and presented to the commission at that meeting, I have conducted an on-site evaluation on, and/or in the vicinity of the above-mentioned properties. This evaluation was conducted on March 4, 2005. The purpose of the evaluation was to observe conditions of some of the existing septic systems and whether environmental contamination may be occurring as a result of substandard or failing systems. The following is a report of my findings and recommendations.

Findings

1. Your attorney, Mr. Dan Kearns, of Reeve Kearns, PC, has provided me with some documentation as to recent investigative work done regarding the proposed annexation area.
 - a. The first exhibit is a letter dated January 3, 2005, written by Larry Olander, Soil Scientist, Clackamas County Water Environment Services. The letter was provided as a result of your application for a System Repair Evaluation on Tax Lot 1400. During Mr. Olander's review, he reports that your steel septic tank was disconnected from the drainfield area, and appeared to have been in that condition for "quite a long time". He also stated that the condition is not considered a failure, since the condition may be rectified by a tank replacement and re-connection of the effluent line. He also states that once reconnected, it is impossible to predict how long the existing system will last. I was able to confirm the conditions reported in his letter during my evaluation on March 4.
 - b. Results from bacteriological analysis of water collected from a ditch by Grant Fulmore were also provided. There are four analyses presented, three of which were collected on December 16, 2004, and one that was collected on January 3, 2005. The former analyses indicated presence of Coliform and E. Coli. bacteria. It was indicated to me that these samples

were collected from stormwater catch basins installed along the South side of S. Beutel Road.

2. I inspected the condition of the existing septic system serving your home on Tax Lot 1400. I was able to confirm conditions previously indicated by Mr. Olander, Clackamas County. The Manufactured Home on your property assumedly also is served by an individual septic system. However, the location and condition of that system are not known. I augered one hole approximately 70' South of the house in the pastured area to determine soil conditions. The results were as follows:

- 0-14" Silt Loam (SiL)
- 14-26" Clay Loam (CL)
- 26-29" Silty Clay (SiC)
- 29"+ Rock (Boulder)

No redoximorphic features (evidence of water table) were noted in the profile. Surface and subsurface boulders were encountered in the area.

3. I inspected the property of your neighbor on Tax Lot 1401, Mr. Terry Tomlin. The septic tank was located beneath some blackberry vines, and appeared to have been excavated to the top of the tank. Tank condition could not be confirmed due to the tank not being accessible. I augered one hole on this property as well, with similar conditions noted:

- 0-12" SiL
- 12-28" CL
- 28-34" SiC
- 34"+ Rock (Boulder)

4. The other Tax Lots, in addition to 1400 & 1401 encapsulated within the proposed annexation are that of 100-1100, located on the South side of S. Beutel Road. These properties reportedly have individual septic tanks with lift pump systems that pump to drainfields within a common area on Tax Lots 3300 & 3400. I contacted Clackamas County Water Environment Services to determine whether construction records were available for any of the systems serving these properties. Unfortunately, no records exist, which is not atypical for systems installed prior to about 1975. The sizing, location, condition, and potential repair / replacement areas for these drainfields are unknown. There was testimony at the Planning Commission meeting from some of the property owners as to repairs that they have had to complete for their septic systems. The repairs described included tank replacements, pumping equipment replacement, and piping repairs/replacement.
5. This section of South Beutel Road appears to be served by a stormwater drainage system comprised of roadside ditches, culverts, and a series of 5 catch basins that drain to a low point in the driveway on Tax Lot 1306. Two of the five basins have a drainage pipe that enters the South side of the basin, in addition to the West influent point. The source of the drainage of these pipes is unknown, but does appear to originate from the direction of where some of the drainfield systems on Tax Lot 3400 could exist. No information has been provided and may not be

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available as to the purpose and source for those pipes. From the low point on Tax Lot 1306, the drainage appears to flow in a Easterly direction via a surface drainage (intermittent stream) across Tax Lots 1305, 1300, and across (under) South End Road. During my site investigation on March 4, all components of the drainage system were completely dry, with no water in ditches, catch basins, swales, etc. You indicated that the drainage typically flows about 7 months of the year. However, extremely dry weather, as is the case this Winter, resulted in no surface water in this area at the time of my visit. Due to the lack of surface water, I was unable to collect any samples.

Discussion

The septic systems installed on Tax Lots 1400 & 1401 appear to be antiquated and substandard per current regulations. No surfacing of either system was observed at the time of my visit, but the systems may be impacting groundwater. Since similar vintages of systems are likely to exist on Tax Lots 100-1100, with drainfields located at least in part on Tax Lots 3300 & 3400, and there are no records of such systems, some general assumptions can be made that those systems are also likely antiquated, undersized, and substandard by current codes. There is no way to determine a specific life expectancy for a standard septic system, though 20 years is a commonly discussed figure. A septic system can last for a longer or shorter period of time, due to various factors, such as appropriate siting and installation quality, system maintenance or lack thereof, wastewater quality and quantity, or physical damage or excavation on or near the system. Though on-going maintenance of a septic system is necessary to ensure the proper function and longevity of the system, there is no regulation currently in the State of Oregon that requires a person to maintain their system by pumping or otherwise. If any of the existing systems serving Tax Lots 100-1100 fail and need to be replaced, costs to the individual homeowners could approach \$8000 for standard system replacement, or exceed \$15,000 or \$20,000 if a secondary treatment system is required. Clackamas County Water Environment Services will mandate the type of system, if needed. Another issue to consider is that of sufficient suitable and available land area within the common areas on Tax Lots 3300 & 3400 for replacement systems. It is unknown how much space is available currently for replacements. Ultimately, as systems fail, it is possible that there will be little or no land area left available for replacements. Further investigation of the drainfields within the common area may present information as to the condition of those systems. However, neither permission nor access was provided at the time of my investigation.

Though I am unable to confirm the sampling methods or locations for the surface water samples collected by Mr. Fulmore, the presence of Total Coliform and E. Coli. bacteria in each result may indicate a presence of partially treated sewage in the storm system.

The storm system was completely dry at the time of my visit, likely due to lack of rainfall. Partially treated sewage could co-mingle with stormwater during high rainfall events. This scenario cannot be confirmed at this time.

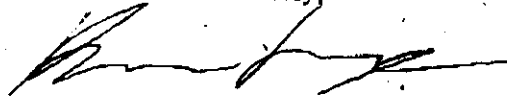
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Recommendation

Prepare to have EMS staff collect surface water samples when precipitation allows. We would need to have at least several days of significant rainfall and flow through the storm and surface water system to obtain representative samples.

Should you find it appropriate to have EMS representation at the next Planning Commission meeting, we would be happy to provide that service. Please do not hesitate to contact me if you have any questions regarding this report.

Sincerely,



Brannon Lamp, REHS
Registered Environmental Health Specialist
ENVIRONMENTAL MANAGEMENT SYSTEMS, INC.

March 2, 2005

OREGON CITY / CITY COMMISSIONERS

Cc: Alice Norris, Mayor
320 Warner-Milne Road
Oregon City, OR

PROPOSAL NO. AN 04-01 – ANNEXATION HEARING

We hope the Commissioners and Mayor are aware that Beutel is a DEAD END road and that it attaches elbow-like fashion to South End Road. At that intersection, Parrish Rd also meets with South End Road. With the new, dense housing on the east side of South End Road, traffic has worsened at this 4-Way Intersection.

The map we are enclosing shows how Beutel Rd. runs at an almost 45 degree angle to South End Road making visibility to the south somewhat difficult because of the angle and oncoming traffic moving at 45 mph plus speeds. The west side of South End Road is contained by a 'no outlet' steep bluff with Hwy 99 and the Willamette River below.

Of concern also is runoff for the creek that runs under our driveway entrance culvert, Lot #1306 and downhill, through the lower 2 properties of Lot #1300, see attached Proposal Map.

It is time for our Commissioners and Mayor to set a good example for Oregon City and how it expands in the future. Are we going to be over crowded or well managed as time goes by? We think it would be poor judgment to allow dense housing developments on S. Beutel Rd. It would reduce the quality of life on S. Beutel and the overall livability in Oregon City.

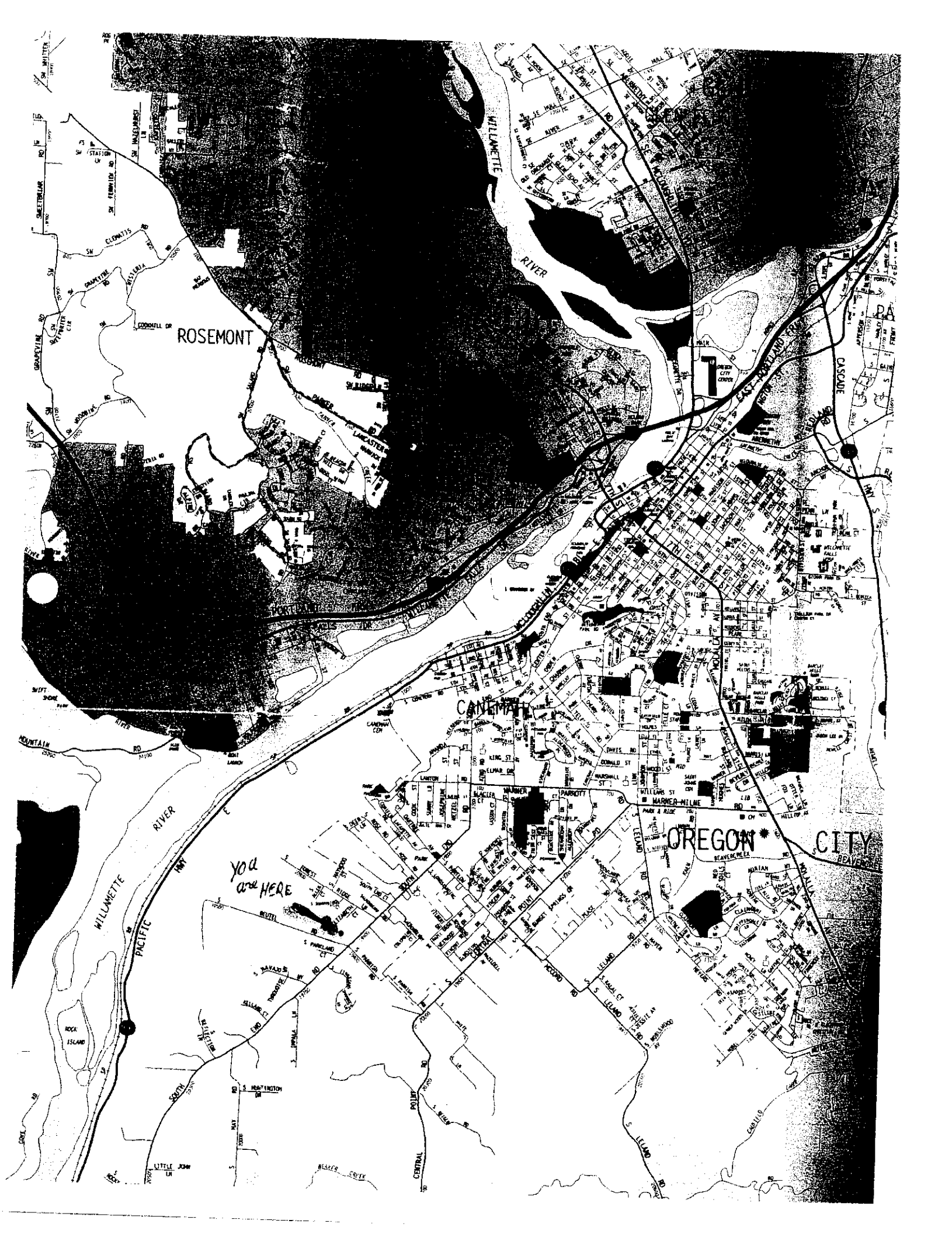
Sincerely,

Cheryl & Vernon Reitenbaugh

Cheryl and Vernon Reitenbaugh
11243 S. Beutel Road
Oregon City, OR 97045
503-655-1572

ENTERED INTO THE RECORD
DATE RECEIVED: 3/2/05
SUBMITTED BY: Cheryl Reitenbaugh
SUBJECT: AN 04-01

Exhibit B

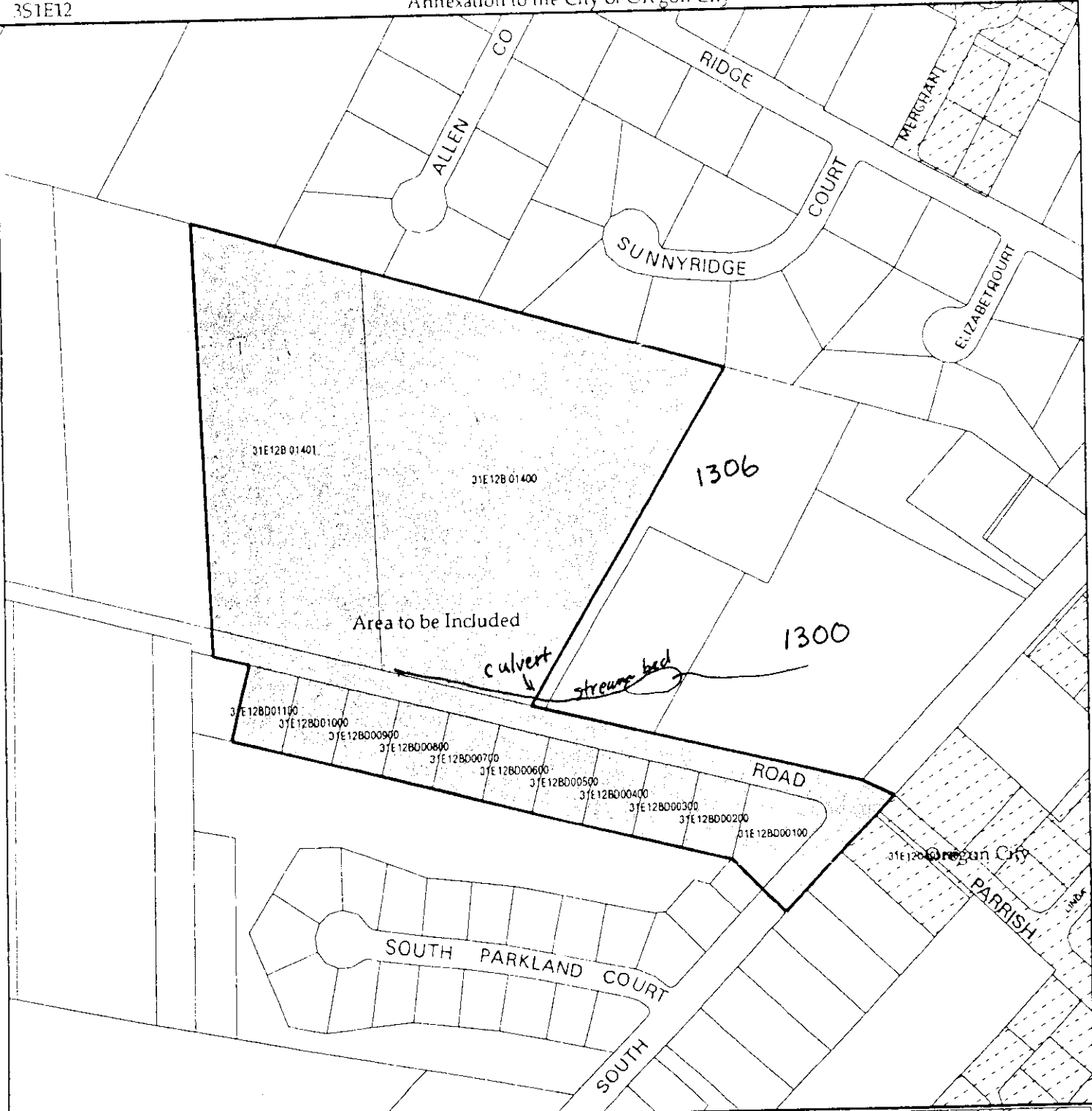


Proposal No. AN04-01

3S1E12

Annexation to the City of Oregon City

Clackamas Co.



REGIONAL LAND INFORMATION SYSTEM



600 NE Grand Ave.
Portland, OR 97232-2736
Voice 503 797-1742
FAX 503 797-1908
Email drc@metro-region.org

METRO

The information on this map was derived from digital data from the METRO GIS. Can you take in the content of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. Their services are provided as is, without warranty, including the accuracy of the information or data for a particular purpose, accompanying the product. However, reproduction of any errors will be appreciated.

- County lines
- City
- Annexation boundary

Urban Growth Boundary

Proposal No. AN04-01
CITY OF OREGON CITY
Figure 1

Scale: 1" = 250'

0 200 400

