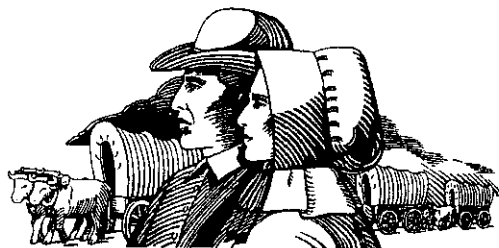


# CITY OF OREGON CITY

## PLANNING COMMISSION

320 WARNER MILNE ROAD  
TEL 657-0891

OREGON CITY, OREGON 97045  
FAX 657-7892



## AGENDA

**\*\*THE JANUARY 8, 2003 PLANNING COMMISSION WORKSESSION IS  
CANCELLED.\*\***

**City Commission Chambers - City Hall  
January 13, 2003 at 7:00 P.M.**

**\*\*Please Note: Open to discussion only among Commissioners, Comprehensive Plan  
Advisory Committee Members, and Staff.\*\***

### PLANNING COMMISSION WORKSESSION

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**
- 7:10 p.m. 3. **APPROVAL OF MINUTES:** *December 11, 2002 & December 16, 2002*
- 7:15 p.m. 4. **WORKSESSION:**  
**Comprehensive Plan Review and Discussion**  
*(Dan Drentlaw)*
- 9:00 p.m. 5. **OTHER BUSINESS:**
- 9:05 p.m. 6. **ADJOURN**

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

**CITY OF OREGON CITY  
PLANNING COMMISSION WORK SESSION  
December 11, 2002**

**PLANNING COMMISSIONERS PRESENT**

Chairperson Carter  
Commissioner Bailey  
Commissioner Main  
Commissioner Mengelberg  
Commissioner Orzen

**STAFF PRESENT**

Sean Cook, Associate Planner  
Dan Drentlaw, Planning Director  
Nancy Kraushaar, City Engineer  
Pat Johnson, Recording Secretary

**ALSO PRESENT**

Brenda Bernhard, Metro  
Doug Neeley, City Commissioner

**PLANNING COMMISSIONERS ABSENT**

None.

**OPENING**

**Chair Carter** opened the meeting at 6:10 p.m.

**PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

None.

**CONTINUANCE OF THE COMPREHENSIVE PLAN REVIEW**

**Chair Carter** reopened discussion of the Comprehensive Plan review.

**Bailey** shared the concern from a citizen that the public was not allowed to comment at the last meeting and whether the process might be so far along by the time the public could comment that it might be of little or no value, but he and others explained that the Planning Commission (PC) needs time to go through the first draft themselves, and that there will be opportunity at future meetings for public comment (probably in January), at which time those comments will definitely be considered. **Bailey** suggested that a draft for public review might be prepared for presentation to the neighborhoods prior to the official hearings for public comment.

**Chair Carter** agreed, saying that the result of these PC meetings would be a "semi-final" draft for review and consideration by the public and the City Commission prior to a final decision. However, she said the public needs to respect that the PC must have some time to do its work without additional comments and then move into the public process.

**Bailey** said he had several suggestions, particularly noting that they should probably have a proposed schedule of the rest of the process steps, even if without dates yet, so that everyone can understand what is yet to come. He also had several suggestions to make on Section F (Natural Resources and Natural Hazards) about both issues and organization of that section, and asked if a couple of them might serve as a sub-committee to reorganize it after this evening's review. **Chair Carter** suggested he simply type up his suggestions and bring them for review to the next meeting.

**Chair Carter** noted that **Kraushaar** would be unable to attend the next meeting, so she had asked if we could start with Section I - Community Facilities, to which everyone agreed.

**I – Community Facilities**

**Page I-1:**

No changes.

**Page I-2:**

**Cook** said the letters "ing" should be deleted from the word "deleting" on the very last line.

**Page I-5:**

On Action Item I-14, line 3, **Chair Carter** said the word "fee" should be plural.

On Action Item I-12, **Mengelberg** recalled hearing about sub-regional plans and detention facilities when the PC went on a recent hike and asked if this should be expanded to include those ideas.

Because detention is part of the Stormwater Master Plan, **Kraushaar** suggested saying, "Prepare a Stormwater Management Master Plan that addresses conveyance, detention, and natural resources for all drainages in the City using a watershed approach." She said using a watershed approach is key, rather than just pipes in impervious areas, because it insinuates that other things are being considered (i.e., habitat, stream scouring, etc.).

**Mengelberg** asked if those changes would capture a more larger-than-single-parcel-size orientation that is needed in the Hilltop area, to which **Kraushaar** said yes.

Regarding Goal I-5 - Solid Waste, **Mengelberg** submitted **Rick Winterholter's** wording for the goal as follows: "Seek to ensure that the most cost efficient integrated solid waste management plan is developed and implemented." **Chair Carter** noted that, to be consistent, it should start with "Ensure" rather than "Seek to ensure...."

Regarding Policy I-23, **Winterholter** wanted to add "and the County" after "Coordinate with Metro" so the line would read, "Coordinate with Metro and the County as needed...."

Regarding Policy I-25 ("Seek to obtain waste management contracts through the competitive bidding process...."), **Winterholter** wasn't sure if this was actually a policy and suggested deleting it since the City doesn't do it now. **Kraushaar** said it was in the old Comp Plan but agreed that it could be deleted.

Regarding Policy I-27, **Mengelberg** suggested adding "and employment centers" to the end of the sentence, and after some discussion, "and regional centers" was also added. The line would read, "...especially on major and minor arterial roads, in the employment center and regional centers."

**Page I-6:**

On Policy I-29, line 3, **Mengelberg** suggested changing the word "to" to "on" so the phrase would read, "...a modest surcharge on power bills."

**Chair Carter** said she thought this was an action item because of the word "investigate", otherwise it would become a policy to relocate utilities underground. **Mengelberg** said she would love to see it be a policy but thought that might be too bold and needed more input. **Bernhard** said the policy would be to relocate over time, and the action item would be to investigate it. While it is expensive, it is possible, but it needs to be investigated closely, particularly with regard to legal issues. **Kraushaar** added that it is a big prioritization issue which must be balanced with many other needs. **Bernhard** suggested that a portion of it might have been done with the Molalla Avenue project had a fund been set aside, but **Kraushaar** said overall, it is a big deal.

After some discussion, **Chair Carter** suggested ending the sentence after, "The city will work towards relocating utilities underground in existing areas, along commercial corridors and business districts" and adding an action item that would read, "The City will investigate the establishment of a fund, possibly by placing a modest surcharge on power bills to fund the underground utilities." **Bailey** asked if they should be so specific about the fund source or just say that the city will investigate potential fund sources. **Kraushaar** agreed that it might be better to be vague about the funding sources. **Chair Carter** combined wording for a new action item to say, "Investigate possible methods of funding for relocating utilities underground."

**(Returning to Page I-4,)**

**Bailey** noted that the sentence structure of Policies I-16 and I-17 (under "Stormwater Management") is different and he suggested starting them with action verbs.

Also, on Policy I-16, **Bailey** noted that a definition for "green streets" needs to be added to the "Definitions" section if it is not already defined. He then asked if we are going to adopt green street practices as a city or if we are going to require green street practices in development. **Kraushaar** thought they should be applied to both public and private development, but she noted that it would be rather difficult to apply throughout Oregon City because of the need for impervious soils or lots of right-of-way or the need for more maintenance, etc. However, she thought staff could write this to provide for flexibility according to the site conditions.

**Bailey** then suggested changing Policy I-16 to say, "Adopt green street standards to reduce the amount of impervious surface...where practicable."

**Bailey** suggested starting Policy I-17 with "Review for approval parking lot designs to mitigate stormwater impacts." (Or "Ensure that parking lot designs mitigate storm water impacts.") **Kraushaar** asked if he feels that the wording "will be encouraged" is not strong enough, but **Bailey** said he thinks "encouraged" is good because it will bring it to people's attention. The final suggested wording for this sentence was, "Ensure that parking lot designs will be carefully reviewed to mitigate stormwater impacts."

**Page I-7:**

**Chair Carter** read Action Item I-18, which says, "Rezone the Clackamas Community College to a new zoning designation that would support uses in keeping with the College's long-term plans and efficient use of land." She noted that this should perhaps also include the hospital area (to which **Bailey** concurred, per previous discussion), and possibly Blue Heron, etc. **Kraushaar** said this particular section is about health and education, and it is okay to mention things more than once throughout the document as appropriate.

**Chair Carter** said she thought the words "Preserve the peace" seemed a little weak in Goal I-10 – Police Protection, which says, "Preserve the peace and provide for the safety and welfare of the community." **Kraushaar** said it could be revised, but there was no recommendation for other wording.

**(Returning to Page I-6,)**

**Bailey** noted that Policies 29-33 under Goal I-7 start with "The City will..." and he said they need to start with verbs for consistency.

Regarding Policy I-31, **Bailey** thought the words "dark sky" were a little trendy and should not be incorporated in a city policy. Therefore, he thought they could be left out without diluting the meaning of the policy. If the decision is to leave the term in, he suggested referring to "dark sky" in the discussion but he said the policy needs to be specific. **Mengelberg** thought, after the presentation by Sha Spady, that this was an adopted standard. **Bailey** said he thinks the rest of the sentence sets the standards (to reduce glare, light pollution and

energy use while maintaining even lighting) and, after further discussion, the decision was to delete the term and simply say, "Adopt lighting practices...."

**Mengelberg** asked if this will get at the fact that the goal is to keep light pointed downward, which is specified in the Dark Sky lighting standards. **Bailey** said if the words "dark sky" are left in, we need to identify and define them exactly. **Drentlaw** asked if Dark Skies has a specific standard. **Kraushaar** said she had a problem with adopting standards that not everyone at the table has read, and **Bailey** said he thinks we can set the standards without using the phrase. (**Bailey** said he had the same question about the Natural Resources section, under lighting, noise, and air quality.)

The decision was to delete the words "dark sky".

**Mengelberg** complimented the Police Chief for including words like "community oriented policing" and "proactive programs to emphasize education, prevention, and cooperation."

**Page I-9:**

**Bailey** asked if there is a definition included in the document for "ancillary" since the various "ancillary" plans are cited in the "Wastewater Collection, Water Distribution, and Stormwater Management" section. He asked if that is a legal or technical term that has some mandatory aspect to it. **Kraushaar** said yes, explaining that if it is an ancillary document to the Comp Plan, it is part of the Comp Plan. **Drentlaw** said staff will explain the term "ancillary" at the front of the document, and follow it up with explanations of the goals, policies, and action items as they relate within the document.

**Bailey** referred to the last sentence on this page, which says, "If the Tri-City plant is found to be the logical recipient for additional County flows, Oregon City should be recognized for providing valuable riverfront land uses for regional wastewater treatment." He suggested that it should say that the Tri-City Plan is the logical treatment facility for additional county flows, and that "Oregon City and Tri-City should develop and implement a plan that incorporates...." **Chair Carter** noted that this is a long-range plan and it may be determined eventually that the need is for some other place.

**Kraushaar** noted that county is currently doing a study to see what makes sense for county-wide flows, and she asked if this document needs to say that our plant is the site before the study is done. **Bailey** said he doesn't know where else they would find a suitable site with the kind of investment it would require, especially if we can live with it.

**Chair Carter** suggested leaving the wording as is.

**Page I-11:**

Regarding the paragraphs about Transportation Infrastructure. **Bailey** suggested inserting a new second sentence that would explain what the Transportation System Plan (TSP) is—that it covers all public transportation, streets, roads, sidewalks, etc.

**Bailey** then asked if there is a policy on cable access and broadband included in the Comp Plan. **Mengelberg** read from page I-6, Policy I-32, "The city will encourage development of broadband networks in street rights-of-way in a coordinated way to provide state of the art technology to its residents."

**Bailey** wondered, though, if there is a goal that the entire city be served by broadband (perhaps in Economic Development). **Kraushaar** recalled an earlier discussion and said staff will see where else it is mentioned.

**Chair Carter** said she thought this was sufficient since it is under Goal I-7, which talks about providing utilities to the city's residents (which in turn assumes "all residents").

**Mengelberg** referred to page D-8, Policy D-33 under Goal D-9 – Home-Based Businesses, which says, "Work to make sure the type of support that home based businesses need—such as business-related resources at the public library, high speed internet access...are available." Although it doesn't specify this, it is covered.

**Chair Carter** suggested simply adding this as one of the specifically named utilities under Goal I-7, whether it be called broadband networks or high speed internet. **Mengelberg** suggested that the term "high speed internet service" would be most appropriate to cover all types of access, now and future (i.e., phone, cable access, and wireless connections).

**Page I-13:**

Under paragraph 3 of "Higher Education," **Bailey** suggested changing the first line to read, "The Tri-Met hub on campus..." since it is not really in the center of the campus, as currently stated.

**Page I-14:**

**Bailey** referred to the section entitled "City Hall" and said he thought it might be good to create a goal for the concept of a civic center, not just a city hall, in this long range plan. The difference is that it would be a real land use determiner, and could include a library or a senior center, etc.

**Kraushaar** said that seems very appropriate because if the city were to grow to a population of 50,000, they would need such a civic center. She added that there isn't really a section that talks about all the City facilities in the goals and policies. There is a general list of existing places, but she asked if it might be worth having a section that addresses multiple locations. **Chair Carter** said they don't have to include everything in this document and there is room for work to happen as it occurs. For instance, there are almost two city centers. Molalla Avenue connects to two hubs and we know we have a need, but we don't need to state that we have a need in the Comp Plan. However, **Mengelberg** and **Orzen** agreed that they thought we should do a policy for the various city-owned facilities. **Kraushaar** noted that the last sentence in paragraph one says, "The City supports continuing efforts to develop a long-term plan for providing a permanent home for City departments", which may be adequate for now, but perhaps a new action item that would provide for future planning would be good.

**Mengelberg** noted that if there is something specifically mentioned in the Comp Plan, you can write a grant request but if it is only a general concept that is not adopted in writing, there is no basis for a grant request. Therefore, specific mention of a civic center in the Comp Plan could be helpful.

**Kraushaar** said if another goal were to be added, it would be I-11. **Mengelberg** said she would try to write a new goal, including policies and action items.

**Chair Carter** asked if it would be inserted before or after the Police Protection section, and it was felt it would fit in better after.

**Main** said he thinks part of the goal is the need to formulate a facilities plan, which may include identifying where certain things are located, whether they should be together, or whether there should be historical downtown and a newer separate section.

**Kraushaar** noted that property is disappearing for centralized locations in the city, and **Bailey** said it makes sense to him to work together with the County on a civic center with many of the government facilities for both

jurisdictions. He also said he thinks the Red Soils area is a logical location for such. When he asked if the city owns a piece of that, **Kraushaar** said the City owns a lot in Red Soils that is contiguous to the county property. **Kraushaar** said this has been discussed within other groups as well and there was money budgeted in this year's Urban Renewal budget to do a facilities study.

**Main** asked if we would want to mention the high school property as a consideration for a possible civic center in the document, and **Bailey** said there is already mention of those buildings on page I-13, paragraph 1, which says, "The disposition of the original high school will be studied in conjunction with both the Oregon City School District and the City of Oregon City...."

**Bailey** asked if there is a section in the Plan regarding recreation. **Kraushaar** said there is some reference to recreation facilities on page I-15, and section J is all about Parks and Recreation. **Bailey** said the reason for his question is that he wanted to discuss the concept of an aquatic center (which is actually included in the paragraph on page I-15). He said it could be a major element in the City, both for the citizens themselves and in bringing in swim teams and swim meets regionally. He noted the success in Bend, and **Bernhard** said the Tualatin Valley Parks and Recreation Department and the Beaverton School District worked closely together in a successful effort as well.

**Kraushaar** said this could fit into the new Goal I-11 (the idea of developing an aquatic park in partnership with the school). **Bailey** thought the Cove area could also be a potential site for such.

**Kraushaar** said they should also consider the issue of providing Park and Rides to enable people to use public transit, bus rapid transit and/or light rail in this section if they even think those might ever come to Oregon City, either on I-205 or Hwy. 99. **Mengelberg** asked if that would be included on page I-5, Policy I-27, which says, "Investments will be made to accommodate multi-modal traffic as much as possible...especially on major and minor arterial roads." Agreed.

**Kraushaar** said we might want to add an action item that talks about working with TriMet and Metro to assure coordination of parking facilities to maximize effectiveness of future transit and light rail.

**Chair Carter** said it is needed out by the college, and **Kraushaar** said, with the new Urban Growth Boundary (UGB) expansion in the Park Place area, it is also needed at the Stimson spot or somewhere nearby.

**Mengelberg** asked if we should add an additional policy that says, "Advocate for Regional and State investment in regional transit connections such as light rail and bus rapid transit." When **Chair Carter** asked if this would be a policy or an action, the decision was to add it within Goal I-6 - Transportation Infrastructure (page I5) as a new Policy I-28. **Kraushaar** said we don't necessarily need to be so specific about the type of connections but could just say "such as bus and rail connections."

Having completed this section, Chair Carter moved the discussion to Section L—Transportation.

#### Page L-1:

Before starting, **Bernhard** asked if we might review the Growth and Urbanization section next since she would be unable to attend the next meeting, and was told yes.

Regarding Policy L-8, **Mengelberg** said previous references said the City would advocate with regional and state governments for light rail but here we say "provide" and she asked if the City is really going to provide for light rail, or if that would be financed by Metro. **Kraushaar** asked if "provide for" means you will fund it, and

several others agreed that the word "provide" sounds like we will fund it. **Chair Carter** suggested changing "Provide for" to "Partner for...." The same would apply to Policies L-6 and L-7.

On Policy L-6, **Bailey** also suggested saying, "Promote and encourage a public transit system that ensures....", and the same on Policy L-8. However, he thought "Partner" was appropriate on Policy L-7, though **Mengelberg** suggested saying "Provide for" or "Establish" a truck route network, which would still allow the State or region to build it.

**Bailey** asked what "street classification" means in Policy L-1. **Kraushaar** said it identifies the different types of streets which can include local streets, neighborhood collectors, collectors, minor arterials, arterials, and the expressway (Hwy. 213). Those classifications define how wide the right-of-way must be, what the right-of-way will look like (i.e., whether it includes bike lanes, etc.), the width of sidewalks, and adjoining land uses.

**Bailey** suggested replacing the word "defines" (on Policy L-1) with "links" or the concept of linking public right-of-way and street improvements or travel modes to the land uses they are intended to serve. **Kraushaar** said it is basically saying that we will have all of our streets classified and that defines the right-of-way, all of which relates to the travel mode and land uses that these streets serve. **Bailey** suggested the following wording: "Provide a street classification system to ensure that public rights-of-way and travel modes are appropriate for land uses they are intended to serve." **Kraushaar** noted that this wording came directly out of the TSP, but said staff could consider this, as long as it means the same thing.

Regarding Policy L-3, **Chair Carter** asked if the first word should be "Establish" or "Provide". The concurrence was for "Provide".

The same was confirmed for Policy L-4 (leave as "Provide").

**Mengelberg** noted that they say the same thing except that one is for a pedestrian system and the other is for a bicycle network. It was decided that they should be left as separate policies because they are separate items and they do have different infrastructure in some cases.

#### **Page L-2:**

Regarding Policy L-9, **Bailey** said the word "the" needs to be changed to "that", so it would read, "Ensure that multi-modal transportation...."

**Mengelberg** asked if it would be good to say anything about using pervious surfaces wherever possible, and **Kraushaar** said that is covered in the section about green streets.

Regarding Policy L-12 which says, "Preserve and enhance the existing Oregon City Local Transit service...", **Chair Carter** asked if that is referring to TriMet or a possible trolley or something else. **Kraushaar** said the term "the trolley" was deleted from this document, but those who adopted this draft felt it would be okay to leave in "Local Transit service". However, she noted it should be spelled in lower case.

**Bailey** suggested a new Action Item L-4 to say, "Participate in regional transit planning." **Kraushaar** agreed that we should participate but asked if it should be under "Multi-Modal," "Capacity," or elsewhere. **Bailey** said he would suggest putting it under L-4.

**Mengelberg** asked if it would be a policy or an action item, and **Bailey** said he thought it would be an action item. **Mengelberg** expanded his suggestion to include other projects that would be advantageous to the City, so

it would read, "Participate in regional transportation planning and advocate for projects that benefit Oregon City."

**Kraushaar** asked if things that relate to bigger transit (i.e., rail, bus, and Park and Rides) should be included in this section on multi-modal travel, although it is slightly redundant. Again, she doesn't think it hurts to say it in more than one place when it applies.

**Kraushaar** noted that Policy L-14 ("Continue to work with Amtrak to develop the new passenger rail station and service to Oregon City") will soon be outdated. Also, she felt it should be an action item. **Mengelberg** suggested changing it from a policy to Action Item L-5, which would say, "Continue to work with Amtrak to enhance passenger rail service to Oregon City."

**Kraushaar** said it would be good to have it both here and under the new Policy I-28 (page I-5), which says, "Advocate for regional bus and rail transit connections to Oregon City."

**Mengelberg** read from Policy L-16 under Goal L-2, "Reduce the frequency and severity of crashes/incidents on the transportation system." She said we can't directly reduce the frequency and severity but we can implement good traffic management practices. **Bailey** said he knows the wording is taken from the TSP but he agrees that is appropriate to say something more in policy in the larger Comp Plan. **Mengelberg** suggested that Policy L-15 is appropriate in its wording to "Identify transportation improvements..." but she suggested changing Policy L-16 to read, "Implement an effective transportation policy that reduces the potential for the frequency and severity of crashes/incidents on the transportation system."

Regarding Policy L-17, **Chair Carter** suggested changing it to read, "Identify and minimize conflict points...." However, when **Kraushaar** asked if we can really minimize them, **Mengelberg** suggested changing it to read, "Identify and implement ways to minimize conflict points...."

### **Page L-3:**

Regarding Goal L-3 – Capacity, **Bernhard** said it is fine to talk about "adequate capacity" in the TSP but she thinks the Comp Plan should be stronger. Therefore, she would delete the word "adequate" from Goal L-3 and from Policy L-19.

In Goal L-4, **Bailey** asked what the phrase "support sustainable practices" means, and said the goal should be clear in its intention. He thinks it is referring to the concept of sustainable development or things that are eco system friendly or environmentally friendly.

**Bailey** also said, regarding Policy L-22, that developing design standards is really an action item or the policy wording should be changed to say "Support 'green street'...solutions." Then the action item would be to develop standards.

He also noted that Action Item L-4 should say, "Develop and implement standard alternatives" and the example should say "such as," not "like."

Returning to Policy L-22, **Chair Carter** noted that the first portion of the sentence ("Develop design standard alternatives that") is being deleted, and it will say, "Support 'green street'(environmental design for transportation) solutions." She also noted that a definition is needed for "green street."

**Orzen** read from page L-8, Street Design Standards, "New optional 'green street' road standards will be added to these documents." **Chair Carter** suggested that this sentence and the rest of the paragraph should be made into a separate paragraph.

**Kraushaar** said it seems like we are trying to promote an environmentally sensitive design for transportation. **Chair Carter** said "sustainable" also means re-use of materials, and **Bernhard** said none of the policies speak to this. After further discussion, the decision was to change Goal L-4 to say, "Promote a transportation system that supports environmental and sustainable construction practices."

On Policy L-23, **Mengelberg** suggested adding the words "especially recyclable materials" in parentheses after the words "Encourage the use of materials", which would capture that concept. **Main** suggested, "Encourage the use and re-use of materials..." And **Chair Carter** suggested deleting the word "cycles". The sentence would read, "Encourage the use and re-use of materials geared for long life within both public and private transportation facilities."

Regarding Policy L-25 ("Where feasible incorporate stormwater detention systems (bioswales) along transportation routes"), **Bailey** suggested changing it to say, "Reduce roadway pollutant runoff by requiring stormwater detention systems along transportation routes." He said the purpose is to reduce pollutants, not just put in bioswales. **Mengelberg** suggested saying, "Reduce roadway pollutants and flooding..."

**Kraushaar** said you can't reduce the pollution without taking cars off the road, but you can try to treat it before it gets into the waterway, and **Chair Carter** agreed that roadway pollutant is a reality.

After further discussion, the decision was to say "Treat roadway pollution along transportation routes." This would leave the action to accomplish it open to whatever is state-of-the-art at the time. (There was agreement to delete the reference to stormwater detention systems in this sentence.)

Regarding Goal L-5 - 7<sup>th</sup> Street Corridor, **Bailey** wondered if we need all of these detailed policies, and he asked the same about the Molalla Avenue Improvements (Goal L-6). He suggested that Goal L-5 - 7<sup>th</sup> Street Corridor could simply say, "Use the 7<sup>th</sup> Street Corridor Design Plan to revitalize 7<sup>th</sup> Street." But if the goal is to revitalize 7<sup>th</sup> Street for residents, pedestrians, and businesses, we might incorporate a couple of basic policies and then say in an action item, "Implement these through the 7<sup>th</sup> Street Corridor Design Plan." This would simplify this section a lot.

**Mengelberg** agreed, saying that the Corridor Design Plan could be updated several times during the course of this Comp Plan.

**Kraushaar** asked if that would give the Planning staff enough basis to work on. **Drentlaw** said from a legal standpoint it would be sufficient to reference the Design Plan. However, it is nice to have it all in one spot.

**City Comm. Doug Neeley** noted that the 7<sup>th</sup> Street Corridor Plan has not been formally adopted and asked if referencing it here would make it adopted. **Drentlaw** said if the policies are in the Comp Plan, yes, it becomes adopted once this document (the Comp Plan) becomes adopted.

After further discussion, **Bailey** suggestion that staff review this to see what excessive detail can be eliminated, and **Bernhard** suggested that some of the action items could be combined in policy statements.

The PC agreed that the same thing could be done to Goal L-6 - Molalla Avenue Improvements. **Bailey** noted, though, that the goal as written is really an action item and he suggested that it say something along the line of,

“Redevelop Molalla Avenue as an urban corridor ‘main street’ that supports multi-modal transportation and promotes main street development.”

**Bernhard** said similar wording would be good for the 7<sup>th</sup> Street Corridor goal statement.

**Kraushaar** suggested looking at the definitions for a main street and a boulevard because they are quite different. She also suggested including something about transit-oriented land uses in the statement. This would include the idea of co-mingling high density and mixed uses to work together. (**Bernhard** noted that they would need to define “transit-oriented development.”) After some consideration, **Kraushaar** suggested including the phrase “an urban transit mixed-use corridor.” **Bailey** asked that the record show they would leave out the words “main street.”

The result was, “Redevelop Molalla Avenue as an urban transit/mixed-use corridor that supports multi-modal transportation and promotes transit-oriented development.”

**Mengelberg** then suggested adding a new policy that says, “Encourage high density and mixed use development along the corridor.” **Kraushaar** agreed, saying again that it can’t hurt to overemphasize some of these land uses.

Although off the subject, **Bailey** noted that people were very complimentary of the final product of the Molalla Avenue project at a recent CIC meeting.

#### **Pages L-4 and L-5:**

Regarding Goal L-6 – Molalla Avenue Improvements, **Bailey** said it seems that many of the policies seem to be sub-components of what the plan should be. He suggested inserting a policy that might say, “Adopt and maintain a plan for Molalla Avenue that:...” and list the items beneath.

**Bernhard** noted that the term “Main Street” is used in Policy L-40, but it is not currently designated as such. **Drentlaw** concurred that it is a corridor. The conclusion was to delete the words “Main Street.”

**Kraushaar** asked if it is really an action item and the PC agreed. **Mengelberg** said Policy L-42 also seems like an action item.

**Bailey** asked if the goal statement should say anything about preparing/maintaining/implementing a plan.

**Kraushaar** said we have a plan and although we don’t have a land use plan, that is what **Drentlaw** is working on with the zoning, which includes mixed use planning for the Hilltop area.

Regarding Goal L-7 – Implementation, **Bailey** suggested that Policies L-43 and L-44 should be right up front as the opening policies for the City, especially L-44 as an overall transportation goal for the City. **Mengelberg** agreed and suggested that they move it in front of Goal L-1 and let it be a stand-alone goal.

**Bailey** said he would leave L-43 as it is.

**Bailey** noted that Action Item L-14 talks about seeking funding and providing leadership for implementing McLoughlin Boulevard enhancements to successfully attain functional access to the downtown and connection between the downtown and the Willamette River. He asked if we also want to reference any other transportation study and planning efforts, such as the Tumwater Falls interchange, or the I-205/213 interchange, or some other corridor. **Kraushaar** said some of those mentioned are projects that are listed in the TSP, but she agreed that it might be reasonable to say in the Comp Plan that we are seeking regional funding for Oregon City

projects that are in the TSP. **Chair Carter** said we should take out specific names and making it a generic statement city-wide. **Bernhard** suggested leaving in the McLoughlin reference because it is so important to the City's regional center and then looking for funding for other projects.

**Drentlaw** said this should actually be a new Goal 1 for linking land uses, and **Chair Carter** suggested that Goal 7 be for Implementation & Funding, not just Implementation. **Bailey** also confirmed for the record that there was agreement to move Policy L-44 to the front as Goal 1, with policies under it from the Molalla Avenue Improvements and the 7<sup>th</sup> Street Corridor sections. **Chair Carter** noted that we would also add an L-15 action item pertaining to funding options. **Mengelberg** suggested that it might read, "Aggressively pursue a variety of funding sources to implement transportation plans."

On the topic of light rail and other transportation studies, **Bailey** wondered if we need to insert words regarding a long-range plan for some other access to the Hilltop area and down to Hwy. 99. He was thinking in particular that we need some other access from South End Road and down to Hwy. 99. He said he can't believe that the city will grow as projected when the only ways to and from the north end of town into the region are the 7<sup>th</sup> Street Corridor, South End Road or 213. For instance, he could foresee access south of Canemah Park.

**Kraushaar** said another option is to encourage people to use alternative modes, but **Bailey** said that will still not solve the problem. **Kraushaar** said perhaps something should be put into the TSP, and **Chair Carter** said it could also be included in an action item under "Capacity". She also noted that this is partially addressed in Policy L-21. She said this policy should also include wording about exploring a better route from Willamette Falls Hospital to regional corridors.

In summary, the conclusion was to add this as an action item under Goal L-3 – Capacity.

**City Comm. Neeley** said we need to ask where we need to grow. For instance, there are currently people living in Park Place who are essentially isolated from downtown Oregon City because the proposal for 17<sup>th</sup> Street was denied. He said we could identify many transportation streams within the city. **Kraushaar** agreed, saying that many of those are identified within the TSP, even though the future linkages may never happen.

**City Comm. Neeley** said the point is that if we start listing specific streets or areas, we are opening up a Pandora's box. **Bernhard** agreed and suggested an action item that would be more generic, such as, "Look for opportunities to improve connectivity in the City." After further discussion, **Mengelberg** suggested, "Identify, prioritize, and pursue funding to improve connectivity throughout the City." This would be a new Policy L22.

#### **Page L-9:**

**Bailey** suggested that the first paragraph on this page could be stated as a goal in Multi-Modal Travel Options that might read, "Promote South Corridor bus or light rail to serve Oregon City, and locate Park and Ride facilities at convenient neighborhood nodes to facilitate access to regional transit."

**Kraushaar** said we had added Policy L-15 ("Advocate the regional bus and rail trail connections to Oregon City"), but she said perhaps that could be elaborated with, "and provide the infrastructure that supports...."

**Bailey** agreed, and said he would delete this paragraph.

He then suggested making the next paragraph a goal or delete it. He suggested the wording, "Establish frequent, reliable links between the Hilltop, downtown, Beavercreek, education employment centers, and adjacent neighborhoods."

**Mengelberg** asked if we would then lose the discussion on TMA's, but **Chair Carter** said it doesn't hurt to have the discussion, even if it is reference elsewhere. The decision was to keep these paragraphs in place, even if we are adding them in the goals.

### **G. Urbanization**

#### **Page G-1:**

**Bernhard** asked if Goal-G-2 – Expansion of Boundaries is talking about the City boundaries or all boundaries. She suggested that the title be expanded to "Expansion of City and Urban Growth Boundaries", spelling out "Urban Growth Boundaries" and putting "UGB" in brackets.

**Bernhard** then said that under the new (revised) Title 11 of the Urban Growth Concept and Functional Plan, there is a whole section of what must happen before land can be urbanized. She said this is discussed briefly in Action Items G-5 and G-8, but with the new language and the new areas, she suggested that they may need to look more into what the concept plan and flesh out the action statements. (She noted that Title 11 is on the web site.)

**Mengelberg** asked what "LR" is under Action Item G-5, and was told it means Low-density Residential.

**Bernhard** said that is part of what would come out of the concept planning. She said a concept plan must be done for land before it can be brought in and urbanized so it doesn't just get taken in little pieces. For instance, the concept plan has just been completed for Happy Valley, which was brought into the UGB in 1998, and this was a cooperative effort between Portland, Gresham, Multnomah County, Clackamas County, and Metro for how that land will be urbanized, how the services will be provided, and how it will be governed.

She suggested we might also want to add a new Policy G-14 about actually referencing the land that is coming into the UGB.

#### **Page G-3:**

**Bernhard** said she liked the fact that we have a green corridor policy.

Speaking of the green corridor policy, **Mengelberg** said she had spoken with Maggie Dickerson, their "green corridor" person at the County, who had some thoughts about the current Policy G-14 ("Support the green corridor policies described in the 2040 Growth Concept.") She wanted it to say "and the Clackamas County policies."

**Bailey** said he thought it would be good to include some of those key policies (in the 2040 Growth Policy Plan) in this document and adopt them as our policies.

Regarding Goal G-4 – Green Corridors, **Chair Carter** said she thought we should strengthen the goal to include green corridors surrounding Oregon City *and within* Oregon City, but **Mengelberg** said the Green Corridors is a concept that is talking about separation between communities.

**Kraushaar** said we need to include something about the greenways within Oregon City, which are sorely lacking except in the Singer Creek area. She said there is vague mention in the Parks Master Plan, but it would be good to be more specific in the Comp Plan in order to (a) start including it in our SDC charges and (b) start requiring developers to protect or replace trees.

**Chair Carter** said we need to define green corridors (between cities) and greenways (within the city).

**Bernhard** said the green corridors are currently not generally in the city so they may be annexed in the future but a measure is needed to protect them at that time.

**Bailey** suggested that it should specify that the City works with Clackamas County to identify or protect the green corridor adjacent to the city because it may not be in an area that we would ever want to annex. For instance, he said the question has come up that if an area is urbanized, what is the expectation that it would actually be developed versus protected for a green corridor, versus leaving it not in the UGB or not annexed into the City.

**Mengelberg** said **Dickerson** suggested changing Policy G-15 as follows:

- Keep sentence one as is.
- Delete the first part of sentence two, which says, "If the City at some future date annexes an area that includes a green corridor," and keep the rest of the sentence as a sentence in itself. It would read, "It will be the City's policy to:"
- Then, under bullet one, say "Control traffic" rather than "Control vehicle access."
- Add another bullet that says, "Prevent visual impacts."
- Add another bullet that says, "Provide an entry." This would give some kind of entry sign as you leave a rural area and enter an urban place.

**Kraushaar** added that under the "Prevent visual impacts" bullet, there could be a requirement for increased street planting, or shrubbery along the green corridor, or something that might diminish the amount of signage to preserve that "green" feeling.

**Bailey** reiterated that he thinks it would be good to include some green policies under Policy G-14 before the questions are raised by the public. Similarly, in Policy G-15, he suggested that it include wording to "Promote or establish green corridors as a critical component of urban design and urban connectivity" and he suggested leaving out the reference to the 2040 Growth Concept, even though we will continue to work with Clackamas County and other jurisdictions to maintain separation from Canby, Molalla, and Estacada.

**Mengelberg** said she agreed with the concept but would encourage saying the word "greenway" rather than "green corridor" within the City because "green corridor" specifically refers to outside the City.

**Kraushaar** noted that the greenway corridor policies for inside the City shouldn't be inside the "Urbanization" section.

**Chair Carter** noted that there is discussion about green corridors on page G-5.

**Bernhard** suggested that they might want to talk about separation of communities as well. She said she would look up the Metro sections and provide staff with those references.

**Bailey** said he had circled the "Green Corridor" paragraph (see page G-5) and thought they should define clearly green corridors, waterways, and forested areas because the Willamette River is a green corridor in and of itself, as are the Clackamas River, Newell Creek, and others.

**Drentlaw** said he thought some of this was identified in Goal 5, but **Bailey** wanted to mention it in the green corridor section. He acknowledged that they overlap, and **Chair Carter** agreed that they touch both Urbanization and Natural Resources, and that it is important to state in both places what we are going to do.

**Bernhard** said, from a regional perspective, she would request that it be made quite clear that they are also referring to those green corridors that are on the 2040 Growth Concept Plan so they are not lost. For instance, Hwy. 99 is a green corridor which goes right to the edge of the City.

**Bailey** then suggested that, as a policy under Green Corridors, we say we would work to the expand green corridor concept to areas beyond the 2040 Growth Concept in order to reference the Beaver Creek/Redland Road area because it might not be named in the 2040 Growth Concept Plan.

**Chair Carter** said if we're acknowledging that we are going to do green corridors as separations between entities, then we would assume that we would plan for those separations if we were to grow outward. **Bailey** said his point is that it is more than just what is in the 2040 Growth Concept Plan.

**Kraushaar** asked if we are trying to get at ownership or just get people to say they won't develop their properties. She cited the example that in Boulder, Colorado, the County and the City purchased hundreds of acres of property to create a greenbelt. **Bernhard** said in Metro the rule is that if you are annexed into the City, you must maintain that rural character of that road so there is still a visual separation of communities. This might be done through bigger setbacks or more landscaping requirements on those areas.

**City Comm. Neeley** said the purpose is not to protect the rural areas but how to separate the communities and maintain the green. **Drentlaw** said much of it is taken care of through zoning, and **Bernhard** said Washington and Clackamas Counties also have requirements under the same title for areas identified as rural reserves, even though those lands would never be part of the City.

**Chair Carter** summarized that there are two concepts: Green corridors along roadways, and green corridors that would be open space separations that should probably be addressed in the Urbanization section.

**Mengelberg** suggested having headings and policies for both green corridors and greenways. **Kraushaar** was confused about the greenways within the City, and **Bernhard** thought that should be addressed in Land Use or Transportation sections, not Urbanization.

**Chair Carter** suggested expanding the definition of green corridors, those being transportation corridors between cities, waterways, forests or rural lands, and rural and urbanization separation parkways, and then explain about the inter-city pathways. When **Drentlaw** asked whether this should be in Parks and Recreation or in Transportation, **Kraushaar** said she thought it would be appropriate in both.

**Bernhard** said there have actually been agreements signed between counties and Metro and the outlying cities that have not officially been signed yet by ODOT but which are considered as being in place. For instance, Sandy, Gresham, and Clackamas County have signed a green corridor agreement, which is one of the reasons why expansion of the boundary out in that area stopped where it did. There is also a green corridor along 99W between Tualatin and Sherwood that is quite hard to maintain, but it is a national wildlife refuge.

**City Comm. Neeley** said he thinks this is a philosophical statement about where we want to go in our planning even though we don't have anything specific in place regarding the separation of rural communities and Oregon City. **Kraushaar** said that fits into where we left off in the UGB expansion discussions in that we need to start working more closely with Beaver Creek and Redland, even though we were defining the natural boundary.

**Chair Carter** said she thinks such a statement belongs in the Urbanization, and **City Comm. Neeley** said he thought the County would be amenable.

**Bailey** suggested naming the goal "Green Belt" and suggested the following verbiage: "Establish and protect green belts surrounding Oregon City, including green corridor concepts under the 2040 Growth Plan and other lands to separate urban from rural areas and establish a sense of urban identity." That could be followed by a policy that would say, "Work with Clackamas County and the communities of Beavercreek and Redland to establish a green belt...."

**Bernhard** said Metro uses the term "rural reserves" but she didn't know if we would want to use that term or not. **Bailey** said that brings up old feelings, and **Chair Carter** asked what the 2040 Green Corridor concepts are. **Bernhard** said she would provide those, but explained that the concept is that you know when you have left an urban area and entered a rural area.

**Chair Carter** then asked why we must refer to specific policies rather than remaining more generic in description. **Bernhard** said they could do that but her concern is that the policies must reflect the requirements that are in the functional plan. **Mengelberg** thought, because it is such an esoteric concept, it might be better to describe them in this document.

In rethinking the Goals and Policies (page G-1), **Bailey** suggested that we might want a higher order goal for Urbanization than the current wording implies ("Maintain orderly and efficient provision and expansion of utilities and services to urbanizing areas.") He suggested the following wording for an overall goal that could read, "Provide for orderly and efficient conversion of lands around the City to an urban level of development while protecting and conserving a variety of natural and civic resource values." He then suggested that a policy or sub-plan would be to "Provide urban services to urbanizing areas through sub-area master plans as part of the Urban Growth Management Agreement (UGMA) with Clackamas County." **Chair Carter** suggested that the latter be Policy G-1 and the subsequent numbers be increased accordingly.

Regarding the current Policy G-1, **Bailey** suggested the following wording: "Provide urban services to annexed areas only when such expansion does not diminish the ability of the City to provide services to existing city residents."

**Bailey** thought Policy G-2 was too tentative to be a policy because it says, "Consider developing..." and he felt it should make more of a solid statement. He said there are two issues: (1) that there is an urban service boundary, and (2) the need to work with Clackamas County to prohibit or control the formation of new service districts within the UGB.

**Mengelberg** asked if Metro does urban services, and **Bernhard** said Metro can't stop a county from establishing a new service. She said they have worked with communities on the west side that had difficulty determining where their urban services boundaries were, but that was different than this.

When **Bailey** asked where our urban service boundary is, **Kraushaar** said it is the city limits *except* where they need sewer service, which the City needs to provide. She said Clackamas River Water provides water outside the city limits but as lands annex in, that service is transferred over to Oregon City.

**Chair Carter** asked if this policy is even needed then, but **Bernhard** said she thinks it is important to explain the concept of not adding new service districts in areas that they are likely to annex. For instance, she said Damascus is now inside the UGB and it will set up its own service district.

**Kraushaar** suggested that a policy could say, "Establish areas of interest...(whatever they might be) and prohibit formation of new service districts in that area." Then an action item could be to work with the County to create an UGMA which maps and defines it, and creates criteria for the conversion of lands, etc.

Regarding Policy G-8 on page G-5 (Annexation Policies and Practices), **Bailey** said he doesn't know what the phrase "to simplify the annexation process" means or why this policy is included. He said once we've agreed to an UGB, the criteria for bringing something in isn't the same as if we had no UGB. Therefore, he thinks we need to seriously consider some of these criteria.

**Bernhard** cautioned that both the terms UGB and UGMA are used, and she cautioned that we don't use the same term to mean two different things. **Bailey** noted that the key for annexation is whether land is adjacent to the City.

**City Comm. Neeley** said there is some danger that at some time in the future this may include Beavercreek, but **Bailey** asked if someone whose land is now adjacent to the City would have to meet all the criteria listed herein. **Chair Carter** agrees that it is currently a laborious process that needs to be simplified.

**Kraushaar** said she thinks the key is that of concurrency. If the infrastructure is not there and there is no way to provide it, why are we bringing in more land for development?

**Bailey** then said perhaps Policy G-8 needs to link the annexation process to UGMA agreements.

**Chair Carter** said "to simplify" is an action item, not a policy.

**City Comm. Neeley** noted that the PC used to not review annexation requests and what we have now is a far better system.

**Chair Carter** suggested deleting Policy G-8, but **Kraushaar** suggested changing it into an action item.

Regarding Policy G-9, **Bailey** said it is too negative. He suggested deleting the first phrase ("Pursuant to Statewide Planning Goals"), inserting "prepare and maintain Urban Growth Management Agreements" after "Work with Clackamas County to", and reword the end of the sentence to be more positive. The entire sentence would read, "Work with Clackamas County to prepare and maintain Urban Growth Management Agreements to ensure an orderly conversion of rural lands to urban development." Agreed.

Both **Bailey** and **Chair Carter** said they would give additional text suggestions, additions, and amendments to staff.

## **OTHER BUSINESS**

**Chair Carter** said the meeting would continue on Monday, Dec. 16<sup>th</sup> at 6:00 p.m., and with no other business, the meeting was adjourned at 9:10 p.m.

---

Linda Carter, Planning Commission  
Chairperson

---

Dan Drentlaw  
Community Development Director

**CITY OF OREGON CITY  
PLANNING COMMISSION WORK SESSION  
December 16, 2002**

**PLANNING COMMISSIONERS PRESENT**

Chairperson Carter  
Commissioner Bailey  
Commissioner Mengelberg  
Commissioner Orzen

**STAFF PRESENT**

Dan Drentlaw, Planning Director  
Nancy Kraushaar  
Pat Johnson, Recording Secretary

**ALSO PRESENT**

Tim Powell, CTAC Member, CICC Chairman  
City Commissioner Neeley (guest)

**PLANNING COMMISSIONERS ABSENT**

Commissioner Main

**CALL TO ORDER**

**Chair Carter** called the meeting to order at 6:09 p.m.

**PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

None. (No public in attendance.)

**APPROVAL OF MINUTES: November 25, 2002**

**Orzen** moved to approve the minutes of Nov. 25, 2002 as submitted. **Bailey** seconded the motion, and it passed unanimously.

**WORKSESSION**

**Comprehensive Plan Review and Discussion (Dan Drentlaw)**

**Chair Carter** reopened discussion of the Comp Plan review.

**Mengelberg** distributed a document of suggestions for policies and action items for a new section on "City Hall" (possibly to be renamed "Civic Center") and for "Green Corridor," both of which would be incorporated into Section I -- Community Facilities, and which the Planning Commission (PC) reviewed first. (Copies of the Comp Plan draft and all related documentation are available in the public record.)

On Policy I-55 ("Implement measures to maximize and leverage resources and increase services to the public"), **Bailey** asked what **Mengelberg** meant by "resources." **Mengelberg** said it could be many things, including money, staff, space, obtaining grants, collocation for sharing parking lots, etc. **Chair Carter** asked if we should say "Implement any and all measures". but the decision was to leave it as is.

**Drentlaw** asked if Policy I-54 ("Locate city facilities that focus on customer service near the center of the city...") would preclude a city hall downtown. Specifically, he wondered if someone would interpret this to mean a geographic center. **Mengelberg** said she was thinking of something easy to get to. She had considered saying "business and business districts," which could put it on the hilltop or downtown, but the point is to make it accessible. She suggested simply deleting "near the center of the city", which would address his question. Agreed.

**Chair Carter** asked if we should move Action Item I-25 to the beginning of the action items. **Mengelberg** said she thought about that, but said some of the other steps really need to be done first. She then suggested deleting the word "Develop" and simply say, "Adopt and implement...." Agreed.

**Bailey** asked if there is currently a master plan for the city. **Powell** said there is a master plan for Facilities, which is probably 8-10 years old. **City Commissioner Neeley** said the only one he was aware of (relating to the location of city hall by the fire station) was rejected by the City Commission, and he was unaware of any other.

**Mengelberg** suggested saying, "Revise, adopt, and implement...." or "Update, adopt, and implement...." but after further discussion, **Drentlaw** said he thought it was sufficient to leave it as "Adopt and implement...."

Appreciation and compliments were expressed to **Mengelberg** for a job well-done on these sections.

Regarding "Green Corridor," **Mengelberg** said her assignment was to get a better definition. The result was developed from a handout staff member Maggie Dickerson had developed.

**Chair Carter** asked if she was only proposing entering the first paragraph, but **Mengelberg** said one option would be to insert a number of bullet points, as suggested in her write-up. **Drentlaw** asked if Mengelberg's suggestions would be policies, but she said some would be action items.

**Drentlaw** said he is not sure what is meant by the statement in the first bullet ("Provide a gradual transition from green corridor to urban environment"). **Mengelberg** said **Dickerson** had said "green corridors" is a concept that is being implemented outside the Urban Growth Boundary (UGB).

**Drentlaw** said he thought one good way to define an environment in an urban forum is with a more radical transition from rural to urban, so there is a clear boundary.

**Chair Carter** said the County already has a policy they are working on, and it was clarified that it is outside (between cities). **Bailey** asked if that means the green corridors shrink every time the UGB expands. **Drentlaw** said yes. **Bailey** said that concept is very different from the greenway concept they were discussing before (i.e., along the river), where the City might want to maintain those kinds of forums.

**Mengelberg** said that an interim approach might be to have certain standards within the UGB and the city limits that are perhaps greener within the city but less green than might be outside the UGB in the transition area.

**Chair Carter** said that is similar to what is being done in the housing developments which are R-10 but which about rural communities. **Mengelberg** noted that the current County policy is a 20-acre minimum.

**City Commissioner Neeley** said he is greatly disturbed by this concept because, unless you are defining the end of the city growth (in which there will be no urban growth expansion), you will have 10,000-foot lots extending forever because there is no permanent boundary between the rural area and the urban boundary, unless there is a mechanism guaranteeing that you will not grow into the rural areas. He said, for the most part, we are surrounded by exception lands (except to the south, and some to the east).

**Chair Carter** said in some places it fits and works, but it doesn't work everywhere, and she said the concept is to maintain some kind of rural feel as the city becomes urbanized.

**Powell** noted that they could do a lot by not having fences abut main thoroughfares, and **Bailey** said it seems like a rather odd concept to provide a corridor along major transportation routes (such as 213 and Hwy. 99) where the rural character of the landscape and agricultural economy shall be maintained. He said that although there is no agricultural economy to speak of near Oregon City, there is certainly a rural lifestyle. After consideration, he said he was not opposed to the intent, just perhaps the wording.

**Chair Carter** said she was somewhat confused about how we can implement this because unless that property is annexed into the City, the County would still have control.

**Bailey** said perhaps they should be a little clearer about the concept. **Chair Carter** suggested, "We support the County's green corridor concept", but **Powell** asked if we wouldn't want to be more specific about setbacks within the urban environment.

**Drentlaw** said there are two issues: one within the City, and the other outside the City (between the City and the County). **Powell** said it makes sense to have it roll in and meet our requirements, but he doesn't want to lose sight of talking about today's existing urban environment and future growth.

**Powell** said it seems like, even on arterials, there will still be sidewalks along the streets, which does not seem like it is promoting a rural character, and **Drentlaw** said that has a lot to do with the layout of a subdivision.

**Chair Carter** said she thinks we could have a policy for inside the City that requires some kind of landscaping buffer (such as clematis covering a fence). **Drentlaw** said staff has discussed this issue and one way is to address it by design—to take away the need for people to want to build a fence. The problem with landscaping along fence lines is that if the landscaping is not on your side of fence, you don't care. Then it becomes a City problem.

**Chair Carter** suggested that they continue to support the County's plan, and then say that inside the City future growth and develop will try to provide for greenery along streets.

**Mengelberg** said that on the two green corridors the County has picked, Oregon City already has natural greenness along them with the Canemah Bluffs, the rocks, and Newell Creek Canyon, where it is unlikely that much development will occur.

**City Commissioner Neeley** said some of this might originally have been stimulated by the airport and the concern that increased traffic might change the whole nature of 213. However, he said he thinks the real intent is to separate the cities in some fashion with something that is rural in character.

**Bailey** said this is a larger issue because it is more than just a greenbelt—it extends around the perimeter of the city, particularly towards Beavercreek and to the south.

**Drentlaw** said he would try to incorporate Mengelberg's "Green Corridor" suggestions within the Urbanization chapter (Goal G-4 – Green Corridors), and perhaps the wording about "within the city" could fit into Transportation. **Mengelberg** noted that **Bailey** had also suggested add some language within the Natural Resources chapter. **Bailey** said not every street within the city has a problem and he thought we could include a hierarchy of major streets where this is desired, and **Drentlaw** said the grid pattern is conducive to this idea.

In moving further through the document, **Bailey** suggested they work through the other sections and return to Section F – Natural Resources and Natural Hazards.

**J - Parks and Recreation.**

**Page J-1:**

Regarding Policy J-2 ("Provide an active neighborhood or community park-type facility within 3 to 5 miles of most residents...."), **Orzen** suggested reducing the mileage because she said if people want their children to be able to go play in a park, it must be closer than 3-5 miles.

**Powell** recalled from CTAC discussions that there was to be a large multi-use park within 3 to 5 miles and neighborhood parks were closer, but this sentence seems to have been edited. **Bailey** suggested that there should be a neighborhood park within a half mile or a community-type park within 3 to 5 miles. Agreed.

Regarding Goal J-1 ("Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth"), **Chair Carter** said we need to add "and opportunities" after "expansion".

Regarding Policy J-7 ("Explore opportunities to develop a community recreation center...."), **Mengelberg** asked if we don't already have a recreation center. However, **Powell** said the current pool facility is actually just a pool and a meeting room, but it is not really a recreation center.

**Chair Carter** suggesting making Policy J-7 a more proactive statement, and the decision was to delete the first three words and start the sentence with the word "Develop".

**Bailey** suggested we add a policy to "Identify and protect land for parks and recreation inside the Urban Growth Boundary" within the Parks and Recreation section (in addition to the existing mention in Urbanization), and **Powell** asked if this could be included in Goal J-1. **Bailey** said the goal could be both within the City and the County.

After further discussion, it was decided that Goal J-1 would read, "Maintain and enhance the existing park and recreation system, while planning for future expansion and opportunities within the Urban Growth Boundary to meet residential growth."

**Powell** asked if that would mean finding and controlling the properties, which the Parks and Recreation Advisory Committee (PRAC) is concerned about.

**Mengelberg** asked if we should say something about a trail in Newell Canyon in this section since it is mentioned elsewhere.

**Chair Carter** read Policy J-4 ("Identify a network of off-street trails throughout the city for walking and jogging") and she suggested adding "...including Newell Creek Canyon." However, **City Commissioner Neeley** said he wasn't sure we could advocate bringing Newell Creek Canyon into the City without raising issues with those landowners. **Chair Carter** agreed that it can only be developed once it is brought inside the City.

After further discussion, **City Commissioner Neeley** read from Policy J-8: "Where passive recreation is proposed, emphasis shall be placed on the retention of natural conditions and natural environment." He said there is nothing precluding for the City to buy properties in these areas that it thinks are important and then deal with the issues, at which time they would come under City control that way. But to essentially "island annex" what is really a rural-based route is not going to change because those property owners will not be allowed to develop to urban standards.

**Bailey** agreed that the key is some sort of public acquisition (i.e., non-profit foundations, conservation easements, etc.) and he said if we want public green space, we should let the public buy it.

**Chair Carter** suggested adding an action item to work toward Newell Creek Canyon because it is pretty hard to address things in the Comp Plan that are outside the city limits.

**Drentlaw** suggested that such policy might be better suited for Natural Resources because that is preservation and this is more acquisition.

**Chair Carter** said she felt it should be left off the table right now. Agreed.

**Page J-2:**

**Chair Carter** had several small edits, which she noted for staff.

**Bailey** noted that several of these paragraphs say, "The City should..." and he wondered if these "should's" should be "will's" or if they should be converted to policy statements or action items. **Orzen** said Policy J-8 is a "shall".

**Bailey** asked if the last sentence in paragraph 2 ("Whenever property adjacent to an existing neighborhood/community park becomes available, the City should aggressively move to add property to the park and develop it to meet the current needs of existing neighborhoods") is really a policy. He said this is a pretty bold thing to say in the paragraph if there is no policy to back it.

**Mengelberg** said the City doesn't have to go after every potential piece of property but it should carefully evaluate them. **Bailey** was concerned about the word "aggressively."

After discussion, **Mengelberg** suggested adding a new Policy J-12 to say, "...the City should add property to the park if needed and develop it to meet the current and future needs of existing neighborhoods."

**Mengelberg** said the first sentence in the next paragraph ("The City should partner with other service providers...") also seems like a strong statement with no policy to back it up. **Bailey** said it seems to allude to Policy J-6 ("Seek out opportunities to coordinate with other departments..."). After discussion, the suggestion was to change J-6 to say, "Coordinate and partner with...." (Delete the first four words.) The background paragraph, then, is okay.

**Bailey** said there should also be a policy to support the last sentence of paragraph 3, which says, "Where possible, the City should work with developers to include neighborhood park sites in subdivisions...to have them establish the park to city standards during subdivision development that would be given to the City to operate and maintain."

**Orzen** asked if we should also have action items following the policies, such as, "Identify a network of off street trails." **Mengelberg** suggested changing Policy J-4 to "Identify and construct a network of off-street trails...." (adding "and construct").

Upon further consideration, it was determined that both Policies J-1 and J4 should be changed to action items.

When the question was raised about updating the Parks and Recreation Master Plan every "5 to 10 years" (Policy J-1), **Powell** said he thinks the Master Plan calls for an update every 5 years, so this policy just forces that action.

**Bailey** asked what the policy is to require developers to provide for recreational facilities, either within the development or perhaps through extra SDC's. He said this is calling for more than that, or perhaps it is in lieu of that. **Drentlaw** said he thinks Oregon law would probably say "in lieu of." **Mengelberg** said the County does it all the time, and **City Commissioner Neeley** said the current master plan has a lot of problems with pocket parks (i.e., the maintenance costs associated with them, and the relative use of them given the amount of maintenance that is required). He said the developer may set aside money to develop a park, but there are no requirements that he knows of to make the Homeowners Association do the upkeep.

**City Commissioner Neeley** asked if advisory committees have looked at these components, and was told, Not really, although **Drentlaw** said the Historic Review Board has reviewed their sections. **City Commissioner Neeley** said he thinks other advisory boards as appropriate should review this document and give input at some point in the process. **Mengelberg** suggested that perhaps a letter outlining the process thus far and the future schedule could be sent from the PC to the various groups. **Powell** said he thought PRAC was involved and he knew Transportation was involved. **Drentlaw** said he thought somebody representing all areas had been involved except that there was no representation from Parks.

**K. Willamette River Greenway.**  
**Pages K-1 and K-2:**

**Bailey** read the first sentence: "In 1973, the Willamette River Greenway (WRG) was created by the state to protect the Willamette River corridor throughout the region." He suggested replacing "throughout the region" with "from Eugene to the confluence with the Columbia River." He also thought it would be good to refer to Oregon State Planning Goal 15 – Willamette River Greenway (adopted in 1977) as being the controlling State Land Use goal. He explained that the greenway was originally adopted by the State Parks Department but there was no way to implement it, but later the LCDC had a land use policy and actions to carry out.

**Mengelberg** said she had asked **Maggie Dickerson** to look at this section as well, who had provided much of the background information for this section.

**Bailey** said he didn't like the wording of the goal, and suggested deleting the first portion of the sentence and changing the rest to read, "To ensure the environment and economic health of the Willamette River by adopting goals, policies, and procedures that meet the Willamette River Greenway goal (WRG 15)."

Regarding Policy K-1, **Bailey** suggested moving Policy K-6 ("Protect the natural environment surrounding the Willamette River....") to be the first policy because it refers specifically to the greenway and the water quality resource area overlay.

**Chair Carter** said K-7 should be moved to become K-2. K-3 can be kept where it is, and the others could follow in order. However, **Bailey** said K-2 almost seems like an action item.

Regarding Policy K-3, **Bailey** suggested changing the first word from "Maintain" to "Protect," changing the word "resources" to "habitats," and ending the sentence after "Willamette River." It would simply read, "Protect the significant fisheries habitats of the Willamette River." The rest of the sentence would then become an action item.

Further, he said he would propose "prohibiting" gravel extraction in the City rather than just "discouraging" it, since there are currently no actively places where commercial extraction is taking place. He noted that if it is *in*

the river, it is the responsibility of the State Lands Commission, but if it were on land, in the flood plain, or adjacent to the stream, we could prohibit that.

**Mengelberg** suggested that we encourage the planting of riparian vegetation. **Chair Carter** said we should also suggest some things for removal, such as blackberries and ivy.

**Chair Carter** suggested this be split into two action items. **Mengelberg** suggested, "Encourage relocation of existing activities, planting of native riparian vegetation, and removal of noxious bankside vegetation."

**Chair Carter** restated that we are going to disallow activities such as gravel extraction, stream course diversion, and filling and polluting.

**Orzen** noted that the City is going to be removing gravel from the Clackamas River either around the new dock or by Clackamette Cove, but **City Commissioner Neeley** said that really qualifies more as river dredging (a maintenance issue) than a commercial operation. **Powell** said perhaps they should say specifically that gravel extraction for commercial operations is prohibited.

**Mengelberg** said there has been some talk about putting in an esplanade or riverside walkway and asked if this would be the appropriate place to mention such in a new policy. **Chair Carter** noted that this is encompassed within the Waterfront Master Plan (as noted in Policy K-9), and **Powell** suggested that this could be an action item of K-9.

Regarding Policy K-11 ("Allow industrial uses along the Willamette River to continue to provide employment opportunities"), **Chair Carter** said we should change it to indicate that this is for *existing* industrial uses. She suggested that it read, "Allow existing industrial uses to continue as non-industrial..."

Regarding Policy K-5, **Bailey** suggested changing it to read, "Prohibit new sub-stations and power line towers in the greenway or river view corridor." **Chair Carter** was hesitant to prohibit them there because sometimes there are no other suitable locations. **Mengelberg** said she thought the greenway was about 500-600 feet, but **Bailey** thought it was only about 150 feet. **Chair Carter** said new construction would include underground utilities, and the decision was to leave Policy K-5 as is.

Regarding Policy K-1, **City Commissioner Neeley** said our current water resource ordinances for areas that haven't been developed gives protection of 200 feet (which doesn't apply to developed areas), and he asked what the "normal low water line" is. He then asked if the stated number of 150 feet should be increased to at least 200 feet to match the existing ordinances. **Orzen** concurred that she thinks it is 200 feet. **Drentlaw** then asked if we need an actual number or if the Comp Plan should be more prescriptive, with the details being stated within the actual ordinances.

**Bailey** said he thinks the phrase "in the greenway" should be added to both Policies K-9 and K-10. Policy K-9 would read, "Ensure that public and private recreational development in the greenway is consistent..." and Policy K-10 would read, "Protect historic districts, buildings, and sites in the greenway..."

**Orzen** asked if Policy K-14 ("Encourage the State Department of Transportation to repair and maintain the Oregon City-West Linn Bridge along with maintenance of the I-205 bridge") should be an action item. Agreed.

Regarding Policy K-12, **Bailey** suggested adding "along the riverfront" after "Maintain publicly-owned land" and deleting the second sentence. The sentence would read, "Maintain publicly-owned land along the riverfront

as open space unless designated for development consistent with the Waterfront Master Plan and the Downtown Community Plan.”

**Bailey** asked, if efforts to bring the Sternwheeler boat are successful, would that be consistent with the Downtown Community Plan or the Waterfront MP? Yes.

**Chair Carter** said she thinks Policy K-15 (“Encourage owners of private land in the Greenway to landscape and undertake other beautification efforts”) should either be deleted or changed to an action item. She said this should be getting at riparian enhancement as opposed to accumulated trash, which would be a Code enforcement issue.

**Powell** suggested that the action item might read, “Partner with owners of private lands and other interested agencies to landscape, clean up, and undertake other beautification efforts.”

**Orzen** asked if K-16 (regarding approval of a master plan for any redevelopment or change at the Blue Heron Paper Company) is an action item, but **Chair Carter** said it needs to be a policy. It was left as such.

**Powell** suggested that an action item could then be to create a master plan for that area. **Bailey** said the purpose is to require approval of a master plan prior to any new development, and **Powell** said they (Blue Heron) were open to such an idea.

**Bailey** noted that several of the items described on page K-5 (Use Management Considerations and Requirements) are also policies.

**Mengelberg** suggested the following for Policy K-16: “Require an approved Master Plan prior to any redevelopment or change of use of the industrial site at 419 Main Street that is unrelated to the Blue Heron Paper Company activities....” **Chair Carter** suggested ending the sentence after “419 Main Street.” Agreed.

**Powell** asked if this would apply to Blue Heron as well as anyone else, and was told yes.

#### **Page K-5:**

**Chair Carter** noted that the word “be” needs to be inserted into #2, so it would read, “Development shall be incorporated....”

**Chair Carter** said the Blue Heron is mentioned repeatedly on pages K-4 and K-5. **Bailey** said he thinks much of the “Background” verbiage on pages K-2 through K-6 could be deleted, but **Chair Carter** said she thinks the background for Goal 15 is good, as well as references to the additional documents, Oregon City’s spectacular features, and the Downtown Community Plan.

**Bailey** said he was particularly referring to the section about land within the WRG Compatibility Review Boundary on K-4 and K-5. **Drentlaw** said he likes the history, but **Bailey** said if we’re leaving it in, it needs to be rewritten. **Chair Carter** agreed that the background okay. **Bailey** said he would give staff some suggestions for consideration.

**Mengelberg** said if we are requiring a master plan, it might be helpful to have some discussion about why. **Chair Carter** agreed and said, in re-reading this, she thinks the references to Blue Heron are kindly incorporated and are not a problem.

Off the subject, **Orzen** asked if there is anything in this document about urban renewal, and **Powell** said it is not specifically addressed. **Orzen** said she thinks it should be discussed somewhere in the Comp Plan, including a process for looking for new areas within the City (years ahead of time) so that when one urban renewal area is finished, we are prepared to work on the next.

**Chair Carter** asked if the Blue Heron is in the Downtown Urban Renewal district. Some thought no, but **City Commissioner Neeley** said he thought it affected the urban renewal budget. **Drentlaw** thought CTAC talked about urban renewal, but **Powell** didn't think anything was incorporated into this document. **Powell** suggested putting an explanation of the Urban Renewal State Law in the appendix, and **Mengelberg** asked if it is an ancillary document. **Drentlaw** suggested that it be addressed in Commerce and Industry, and **Mengelberg** said it could also be mentioned in Public Facilities.

**Chair Carter** said we should also clarify that a new urban renewal district would be under the guidelines of the new Oregon State laws, which have changed. **City Commissioner Neeley** also noted that we cannot levy the citizens. We would have to go to a vote of the people for any money, so it would have to come from the urban renewal district itself.

**Bailey** suggested deleting the three policy items listed on pages K-5 and K-6, saying they are redundant to the existing policies. The conclusion was to delete the entire section entitled "Use Management Considerations and Requirements."

#### **M. Plan Maintenance and Implementation**

##### **Page M-1:**

**Chair Carter** asked if State ordinance requires that the Comp Plan be reviewed every 10 years. **Mengelberg** said Policy M-3 says every 5 years, but she didn't know if that was by State ordinance, nor did **Bailey** know. It was agreed that even if State policy is for 10 years, a review every 5 years is a good policy.

Regarding Policy M-1, **Bailey** asked what " 'Open' the plan" means. **Powell** said this policy says that any element is available to be reviewed every 5 years, as opposed to only reviewing certain sections every 5 years. **Drentlaw** suggested simplifying it to say "Review the plan in each of its elements..." **Bailey** said it could say that the Plan is intended to be amended or updated as changes are required.

**Mengelberg** said Policy M-3 ("Review the Comprehensive Plan every five years for major amendments to the Goals and Policies, Map and implementing ordinances") sounds more like action item.

**Chair Carter** suggested deleting the word "periodically" from the last sentence in the first paragraph on page M-1, and changing Policy M-3 to say we will review the plan every 5 to 7 (or perhaps 5 to 10) years.

**Bailey** noted that the ancillary plans seem to be updated more frequently (every 5-7 years) and until recently, there hasn't been a compelling need to update the Comp Plan.

**Chair Carter** said she thinks we would want to review it before it becomes outdated, but we don't want to make it such a laborious process as we are currently involved in. **Powell** said if we allow ourselves 10 years, by nature we will not do it for 10 years, and **City Commissioner Neeley** agreed that it should not be stated as 10 years. He suggested a maximum of 8 years so that some people might still be on the Council who were involved in the previous process and who could remember the prior discussions and reasons for some of the decisions.

After further discussion of whether this should state minimum and maximum timeframes, whether the term "periodic review" is appropriate, and that staff could always raise issues for consideration when appropriate, it was suggested that it read, "Staff will review the Comp Plan as needed to assure its applicability...." (Confirmed that we are deleting the word "periodically".)

**Bailey** said he thinks any directive statement should be in the policies, and the opening paragraph should not be directive at all. Therefore, he suggested taking the last sentence from the first paragraph and adding it into Policy M-3. **Powell** suggested that it read, "The Planning Commission will review the Comprehensive Plan every five years for major amendments to the Goals and Policies, Map and implementing ordinances, and staff will review the Comprehensive Plan as needed to ensure its applicability to current trends and conformance with state and regional requirements." This, then, would provide both a general statement and a tactical statement. Agreed.

#### **Pages M-2 and M-3:**

No changes.

#### **F. Natural Resources and Natural Hazards.**

**Bailey** distributed copies of his suggested changes to this section (copies of which are available in the public record). He explained that on the first page he had listed existing goals and policies in the left-hand column, and proposed goals and sub-goals in the right column. The next page shows his proposed revised outline for Section F, and the following pages show in complete detail the proposed edits.

**Bailey** said he thought some goals jumped to the policies quickly and that other goals were scattered throughout but could be better addressed if put together. For instance, under the overarching Goal F-1 he talks generally about the need to conserve, restore, protect, etc. Then, under Goal F1.1, instead of "Forest" he talks about trees and tree cover, street trees, greenways, etc. Goal F1.2 becomes its own goal and covers scenic views/sites, and Goal F1.3 has goals and policies for Mineral and Aggregate. Then, instead of calling it "Deficient Wildlife Resources" (which is pretty limited), he proposed the term "Ecological Resources," which includes discussions about fish, wildlife, riparian zones, and unique habitat. In particular, this would include the Canemah area, which is a habitat rather than containing fish and wildlife. Finally, he included Energy Sources in Goal F1.5.

**Bailey** then explained that he combined all the things that are distinctly water related in Goal F-2 – Ground/Surface Water (Overall). This includes Goal F2.1 – Water Quality; Goal F2.2 – Wetlands; Goal F2.3 – Streams; and Goal F2.4 – Groundwater.

The next section is Goal F-3 – Air Quality, with sub-goals Goal F3.1 – Air Quality; Goal F3.2 – Noise; and Goal F3.3 – Light.

Finally, he added a new section, G – Natural Hazards, which includes Goal G-1 – Natural Hazards (overall goal); Goal G-2 – Flooding; Goal G-3 – Geologic Hazards (including sub-goals of landslides inventory, erosion/sedimentation, and unstable soils); and Goal G-4 – Seismic Hazards.

**Chair Carter** suggested that Goal G – Natural Hazards would be separate from Goal F - Natural Resources since the goals and purposes are so different (conservation/protection versus minimizing adverse effects).

**Mengelberg** suggested that a new title for Goal F-3 be "Pollutants" rather than "Air Quality," and **Orzen** suggested perhaps "Environmental Pollutions."

**Chair Carter** said it should probably also be included into Goal G - Natural Hazards. However, **Mengelberg** said the problems listed in F-3 are man-made impacts (not natural), as opposed to natural hazards. **Bailey** agreed with **Mengelberg**, and suggested changing the title of Goal F-3 to "Environmental Quality."

He also noted that flooding, geologic, and seismic hazards are three that are distinctly different from light pollution, air pollution and water. **Drentlaw** added that this clustering is pretty consistent with other plans he has seen.

Moving to the section of full edits, **Chair Carter** suggested that we should be more specific in paragraph 1, line 2, by saying "Our City is blessed with a wealth of natural resources" rather than having the generic phrase, "In a city blessed...." The sentence would then end there and the next section would be a sentence in itself.

When **Bailey** asked **Drentlaw** if we know about the current status of the Goal 5 inventories, **Drentlaw** said Metro says they are okay. He said the riparian wetlands portion is mapped, but he wasn't sure about some of the rest.

**Chair Carter** asked what the word "values" means in Goal F-1, and **Bailey** said it can encompass many different things, not just the natural resources. **Chair Carter** suggested that the lines read, "...and their value to Oregon City...." ("to", not "of".)

**Bailey** said under "Agriculture" he was simply verifying that State law (ORS 97, Planning Goal 3) says that there are no agricultural lands that must be protected within the city limits or UGB.

Regarding Policy F1.1-2 – Trees, **Mengelberg** said this is just requiring street trees and parking lot trees in new development but she said she thinks would should encourage planting in existing neighborhoods.

**Chair Carter** said we must also add some mechanism that disallows denuding properties of all trees and then not developing those properties. **Mengelberg** asked if that could be added to the overall Goal F1.1 **Chair Carter** said perhaps it should be included in Policy F1.2-3 where we specifically prohibit of street trees except by permit. Perhaps the wording should include, "Prohibit the cutting of any trees on undeveloped land," but **Mengelberg** said we must be very careful because that could be too encompassing and restraining. **City Commissioner Neeley** agreed, adding that land could be annexed into the City which potentially could be logged for commercial purposes or something, and he wasn't sure we would want to prevent landowners from the property rights. **Chair Carter** said it seems like the tie-in would be for land that is going to be developed. However, **City Commissioner Neeley** said that is the current process although he agrees that some people cut first, then say they are going to develop.

**Mengelberg** suggested that perhaps they could specify certain trees, such as trees over 50 years old or over a certain height.

**Bailey** said this will already be a tough sell and he wouldn't put it in here. However, if someone feels strongly enough about it, it could be brought to the Council as a separate issue—aside from this Comp Plan revision. However, **Mengelberg** said if we value it, we need to include it in the Comp Plan. **Bailey** argued that a property owner outside the city limits might have property with a lot of trees that he is planning to log, and we probably can't take away that right. **Chair Carter** said she would agree, except if the our Comp Plan and our Environmental Policy say we have a policy that this is not allowed. She agreed that **Mengelberg** might have a good idea that perhaps they could do thinning of inferior trees but mature trees of a certain size or age must be preserved because, she said, the trees are the biggest element in the protection of the environment.

**Bailey** said there are a lot of trees in this city, and **Mengelberg** said perhaps we should define what types of trees are being targeted. However, **City Commissioner Neeley** said each one is a part of a specific eco system and he doesn't think we can separate out one group from another. Also, he said a property owner may have kept or planted trees specifically with plans for logging at a certain time, size, or age.

After further discussion, **Bailey** suggested asking the public for their comments when we take this document out to the public groups and hearings. **Chair Carter** said she thinks the document must be all-inclusive and she asked what West Linn and Lake Oswego do. **Mengelberg** said they charge \$90 for a permit, and **Drentlaw** said Lake Oswego also requires that they notice any cutting, even for one tree, which can be appealed. He said there is certain criteria for obtaining a permit, but once you get the permit, you can cut the tree (unless it is appealed).

**Chair Carter** said she also thinks there is a difference between a homeowner with two or three acres who wants to cut one or two trees, versus an undeveloped parcel where clear cutting would be extensive.

**Mengelberg** suggested using more proactive wording by saying, "Selective tree thinning and preservation of significant trees is encouraged." **Chair Carter** said a subsequent action item would be to do the tree inventory to determine which are significant trees. **Drentlaw** said West Linn actually defines "significant trees" and requires identification of such in the permit application process, and **Powell** concurred that they would need to include a definition.

**Drentlaw** suggested that staff work with Bailey about these ideas, and **City Commissioner Neeley** suggested defining this at the time of annexation (perhaps even by establishing a tree inventory), which is basically when the issue will arise since there is not much, if any, land left within the city limits that this would apply to. Then it would not be a takings issue, but what an applicant is willing to accept or not accept.

**City Commissioner Neeley** agreed that it might be good to develop an action item to "investigate" or "encourage" selective tree thinning and preservation of significant trees, and then develop a supporting ordinance.

**Mengelberg** asked if the ordinance would be an amendment or an ancillary document, and **Drentlaw** said the ordinance would just be a tool for implementation. **Mengelberg** asked if we should create a tree ordinance, and **Powell** said we have one, but we should review and update it.

**Mengelberg** asked if we want to encourage the provision of landscaping in new development, including tree preservation, and perhaps include a discussion of historic or significant trees, or if we can restrict the cutting of trees. **Bailey** suggested we might develop some incentives for developers to protect historic and significant trees.

In trying to decide where such language would be appropriate, **Mengelberg** noted that Policy H-3 on page H-1 of the Energy Conservation policy section alludes to trees in the wording "provide summer shading" and asked if something about this should be included there. It was then noted that Policy H-12 on page H-2 says, "Plant, or require developers to plant, street trees and parking lot trees...." **Mengelberg** also read from page F-5, Action Item F-6, "Implement an aggressive tree and vegetation planting program to help stabilize banks, reduce erosion, and mitigate stream impacts where appropriate."

**Bailey** reiterated that he thinks it belongs in the new Natural Hazards section, and **Chair Carter** agreed, saying that it could still relate to other sections, particularly to requirements for housing developments. She suggested changing Policy F1.1-4 to say, "Establish an Urban Forestry Program and ordinance to provide a

comprehensive, proactive measure, including incentives to protect and enhance the city's tree cover" (inserting the words "and ordinance") as a beginning towards moving forward on this very important topic.

Due to the lateness of the hour, **Drentlaw and Bailey** agreed to work together on the rest of his suggestions for this section and to distribute a more user-friendly copy for review as soon as possible, especially since **Bailey** said he still wanted to do more work on the sections about hazards as well as air, noise, and light. **Chair Carter** agreed, saying that she thought **Bailey** had presented some really good ideas in this section, and she suggested that they could then work further on this after the next regularly scheduled PC worksession (on Jan. 8<sup>th</sup>). (**Orzen** will also give some suggestions to Bailey for consideration.)

**Mengelberg** said she had a little concern about the specific reference to wind power on Policy F1-5.3 and suggested it say "solar power" instead.

**Drentlaw** noted they also still need to discuss the map.

#### **OTHER BUSINESS**

**Drentlaw** said the Wal-Mart application would probably be coming before the PC on Jan 27<sup>th</sup>.

#### **2003 Planning Commission Work Session and Meeting Schedule**

In a review of the schedule for the coming year, **Drentlaw** noted that there will be a special City Commission meeting on Jan. 2<sup>nd</sup> for the swearing in of the new mayor and the new Council.

**Mengelberg** thanked Bailey for all of his good work, insight, and demeanor during the time he has worked on the PC, and wished him well on the City Commission.

#### **ADJOURN**

With no other business, the meeting was adjourned at 9:13 p.m.

---

Linda Carter, Planning Commission  
Chairperson

---

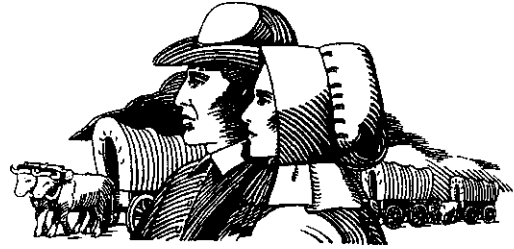
Dan Drentlaw  
Community Development Director

# CITY OF OREGON CITY

## PLANNING COMMISSION

320 WARNER MILNE ROAD  
TEL 657-0891

OREGON CITY, OREGON 97045  
FAX 657-7892



## AGENDA

**\*\*PLEASE NOTE THE FOLLOWING TIME CHANGE\*\***

**\*\*THE JANUARY 13, 2003 PLANNING COMMISSION WORKSESSION WILL  
BE HELD AT 6:00 P.M.\*\***

**City Commission Chambers - City Hall  
January 13, 2003 at 6:00 P.M.**

**\*\*Please Note: Open to discussion only among Commissioners, Comprehensive Plan  
Advisory Committee Members, and Staff.\*\***

### PLANNING COMMISSION WORKSESSION

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**
- 7:10 p.m. 3. **APPROVAL OF MINUTES:** *December 11, 2002 & December 16, 2002*
- 7:15 p.m. 4. **WORKSESSION:**  
**Comprehensive Plan Review and Discussion**  
*(Dan Drentlaw)*
- 9:00 p.m. 5. **OTHER BUSINESS:**
- 9:05 p.m. 6. **ADJOURN**

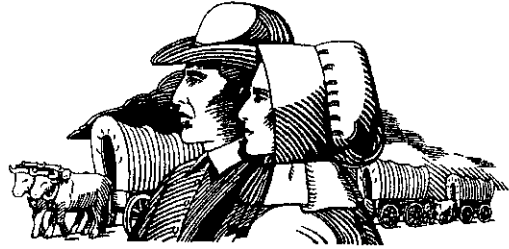
NOTE: HEARING TIME AS NOTED ABOVE IS TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.

# CITY OF OREGON CITY

## PLANNING COMMISSION

320 WARNER MILNE ROAD  
TEL 657-0891

OREGON CITY, OREGON 97045  
FAX 657-7892



## AGENDA

**\*\*THE JANUARY 8, 2003 PLANNING COMMISSION WORKSESSION IS  
CANCELLED.\*\***

**City Commission Chambers - City Hall  
January 13, 2003 at 7:00 P.M.**

**\*\*Please Note: Open to discussion only among Commissioners, Comprehensive Plan  
Advisory Committee Members, and Staff.\*\***

### PLANNING COMMISSION WORKSESSION

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**
- 7:10 p.m. 3. **APPROVAL OF MINUTES:** *December 11, 2002 & December 16, 2002*
- 7:15 p.m. 4. **WORKSESSION:**  
**Comprehensive Plan Review and Discussion**  
*(Dan Drentlaw)*
- 9:00 p.m. 5. **OTHER BUSINESS:**
- 9:05 p.m. 6. **ADJOURN**

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

**CITY OF OREGON CITY  
PLANNING COMMISSION WORK SESSION  
December 11, 2002**

**PLANNING COMMISSIONERS PRESENT**

Chairperson Carter  
Commissioner Bailey  
Commissioner Main  
Commissioner Mengelberg  
Commissioner Orzen

**STAFF PRESENT**

Sean Cook, Associate Planner  
Dan Drentlaw, Planning Director  
Nancy Kraushaar, City Engineer  
Pat Johnson, Recording Secretary

**ALSO PRESENT**

Brenda Bernhard, Metro  
Doug Neeley, City Commissioner

**PLANNING COMMISSIONERS ABSENT**

None.

**OPENING**

**Chair Carter** opened the meeting at 6:10 p.m.

**PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

None.

**CONTINUANCE OF THE COMPREHENSIVE PLAN REVIEW**

**Chair Carter** reopened discussion of the Comprehensive Plan review.

**Bailey** shared the concern from a citizen that the public was not allowed to comment at the last meeting and whether the process might be so far along by the time the public could comment that it might be of little or no value, but he and others explained that the Planning Commission (PC) needs time to go through the first draft themselves, and that there will be opportunity at future meetings for public comment (probably in January), at which time those comments will definitely be considered. **Bailey** suggested that a draft for public review might be prepared for presentation to the neighborhoods prior to the official hearings for public comment.

**Chair Carter** agreed, saying that the result of these PC meetings would be a "semi-final" draft for review and consideration by the public and the City Commission prior to a final decision. However, she said the public needs to respect that the PC must have some time to do its work without additional comments and then move into the public process.

**Bailey** said he had several suggestions, particularly noting that they should probably have a proposed schedule of the rest of the process steps, even if without dates yet, so that everyone can understand what is yet to come. He also had several suggestions to make on Section F (Natural Resources and Natural Hazards) about both issues and organization of that section, and asked if a couple of them might serve as a sub-committee to reorganize it after this evening's review. **Chair Carter** suggested he simply type up his suggestions and bring them for review to the next meeting.

**Chair Carter** noted that **Kraushaar** would be unable to attend the next meeting, so she had asked if we could start with Section I - Community Facilities, to which everyone agreed.

**I – Community Facilities**

**Page I-1:**

No changes.

**Page I-2:**

**Cook** said the letters "ing" should be deleted from the word "deleting" on the very last line.

**Page I-5:**

On Action Item I-14, line 3, **Chair Carter** said the word "fee" should be plural.

On Action Item I-12, **Mengelberg** recalled hearing about sub-regional plans and detention facilities when the PC went on a recent hike and asked if this should be expanded to include those ideas.

Because detention is part of the Stormwater Master Plan, **Kraushaar** suggested saying, "Prepare a Stormwater Management Master Plan that addresses conveyance, detention, and natural resources for all drainages in the City using a watershed approach." She said using a watershed approach is key, rather than just pipes in impervious areas, because it insinuates that other things are being considered (i.e., habitat, stream scouring, etc.).

**Mengelberg** asked if those changes would capture a more larger-than-single-parcel-size orientation that is needed in the Hilltop area, to which **Kraushaar** said yes.

Regarding Goal I-5 - Solid Waste, **Mengelberg** submitted **Rick Winterholter's** wording for the goal as follows: "Seek to ensure that the most cost efficient integrated solid waste management plan is developed and implemented." **Chair Carter** noted that, to be consistent, it should start with "Ensure" rather than "Seek to ensure...."

Regarding Policy I-23, **Winterholter** wanted to add "and the County" after "Coordinate with Metro" so the line would read, "Coordinate with Metro and the County as needed...."

Regarding Policy I-25 ("Seek to obtain waste management contracts through the competitive bidding process...."), **Winterholter** wasn't sure if this was actually a policy and suggested deleting it since the City doesn't do it now. **Kraushaar** said it was in the old Comp Plan but agreed that it could be deleted.

Regarding Policy I-27, **Mengelberg** suggested adding "and employment centers" to the end of the sentence, and after some discussion, "and regional centers" was also added. The line would read, "...especially on major and minor arterial roads, in the employment center and regional centers."

**Page I-6:**

On Policy I-29, line 3, **Mengelberg** suggested changing the word "to" to "on" so the phrase would read, "...a modest surcharge on power bills."

**Chair Carter** said she thought this was an action item because of the word "investigate", otherwise it would become a policy to relocate utilities underground. **Mengelberg** said she would love to see it be a policy but thought that might be too bold and needed more input. **Bernhard** said the policy would be to relocate over time, and the action item would be to investigate it. While it is expensive, it is possible, but it needs to be investigated closely, particularly with regard to legal issues. **Kraushaar** added that it is a big prioritization issue which must be balanced with many other needs. **Bernhard** suggested that a portion of it might have been done with the Molalla Avenue project had a fund been set aside, but **Kraushaar** said overall, it is a big deal.

After some discussion, **Chair Carter** suggested ending the sentence after, "The city will work towards relocating utilities underground in existing areas, along commercial corridors and business districts" and adding an action item that would read, "The City will investigate the establishment of a fund, possibly by placing a modest surcharge on power bills to fund the underground utilities." **Bailey** asked if they should be so specific about the fund source or just say that the city will investigate potential fund sources. **Kraushaar** agreed that it might be better to be vague about the funding sources. **Chair Carter** combined wording for a new action item to say, "Investigate possible methods of funding for relocating utilities underground."

**(Returning to Page I-4,)**

**Bailey** noted that the sentence structure of Policies I-16 and I-17 (under "Stormwater Management") is different and he suggested starting them with action verbs.

Also, on Policy I-16, **Bailey** noted that a definition for "green streets" needs to be added to the "Definitions" section if it is not already defined. He then asked if we are going to adopt green street practices as a city or if we are going to require green street practices in development. **Kraushaar** thought they should be applied to both public and private development, but she noted that it would be rather difficult to apply throughout Oregon City because of the need for impervious soils or lots of right-of-way or the need for more maintenance, etc. However, she thought staff could write this to provide for flexibility according to the site conditions.

**Bailey** then suggested changing Policy I-16 to say, "Adopt green street standards to reduce the amount of impervious surface...where practicable."

**Bailey** suggested starting Policy I-17 with "Review for approval parking lot designs to mitigate stormwater impacts." (Or "Ensure that parking lot designs mitigate storm water impacts.") **Kraushaar** asked if he feels that the wording "will be encouraged" is not strong enough, but **Bailey** said he thinks "encouraged" is good because it will bring it to people's attention. The final suggested wording for this sentence was, "Ensure that parking lot designs will be carefully reviewed to mitigate stormwater impacts."

**Page I-7:**

**Chair Carter** read Action Item I-18, which says, "Rezone the Clackamas Community College to a new zoning designation that would support uses in keeping with the College's long-term plans and efficient use of land." She noted that this should perhaps also include the hospital area (to which **Bailey** concurred, per previous discussion), and possibly Blue Heron, etc. **Kraushaar** said this particular section is about health and education, and it is okay to mention things more than once throughout the document as appropriate.

**Chair Carter** said she thought the words "Preserve the peace" seemed a little weak in Goal I-10 – Police Protection, which says, "Preserve the peace and provide for the safety and welfare of the community." **Kraushaar** said it could be revised, but there was no recommendation for other wording.

**(Returning to Page I-6,)**

**Bailey** noted that Policies 29-33 under Goal I-7 start with "The City will..." and he said they need to start with verbs for consistency.

Regarding Policy I-31, **Bailey** thought the words "dark sky" were a little trendy and should not be incorporated in a city policy. Therefore, he thought they could be left out without diluting the meaning of the policy. If the decision is to leave the term in, he suggested referring to "dark sky" in the discussion but he said the policy needs to be specific. **Mengelberg** thought, after the presentation by Sha Spady, that this was an adopted standard. **Bailey** said he thinks the rest of the sentence sets the standards (to reduce glare, light pollution and

energy use while maintaining even lighting) and, after further discussion, the decision was to delete the term and simply say, "Adopt lighting practices...."

**Mengelberg** asked if this will get at the fact that the goal is to keep light pointed downward, which is specified in the Dark Sky lighting standards. **Bailey** said if the words "dark sky" are left in, we need to identify and define them exactly. **Drentlaw** asked if Dark Skies has a specific standard. **Kraushaar** said she had a problem with adopting standards that not everyone at the table has read, and **Bailey** said he thinks we can set the standards without using the phrase. (**Bailey** said he had the same question about the Natural Resources section, under lighting, noise, and air quality.)

The decision was to delete the words "dark sky".

**Mengelberg** complimented the Police Chief for including words like "community oriented policing" and "proactive programs to emphasize education, prevention, and cooperation."

**Page I-9:**

**Bailey** asked if there is a definition included in the document for "ancillary" since the various "ancillary" plans are cited in the "Wastewater Collection, Water Distribution, and Stormwater Management" section. He asked if that is a legal or technical term that has some mandatory aspect to it. **Kraushaar** said yes, explaining that if it is an ancillary document to the Comp Plan, it is part of the Comp Plan. **Drentlaw** said staff will explain the term "ancillary" at the front of the document, and follow it up with explanations of the goals, policies, and action items as they relate within the document.

**Bailey** referred to the last sentence on this page, which says, "If the Tri-City plant is found to be the logical recipient for additional County flows, Oregon City should be recognized for providing valuable riverfront land uses for regional wastewater treatment." He suggested that it should say that the Tri-City Plan is the logical treatment facility for additional county flows, and that "Oregon City and Tri-City should develop and implement a plan that incorporates...." **Chair Carter** noted that this is a long-range plan and it may be determined eventually that the need is for some other place.

**Kraushaar** noted that county is currently doing a study to see what makes sense for county-wide flows, and she asked if this document needs to say that our plant is the site before the study is done. **Bailey** said he doesn't know where else they would find a suitable site with the kind of investment it would require, especially if we can live with it.

**Chair Carter** suggested leaving the wording as is.

**Page I-11:**

Regarding the paragraphs about Transportation Infrastructure. **Bailey** suggested inserting a new second sentence that would explain what the Transportation System Plan (TSP) is—that it covers all public transportation, streets, roads, sidewalks, etc.

**Bailey** then asked if there is a policy on cable access and broadband included in the Comp Plan. **Mengelberg** read from page I-6, Policy I-32, "The city will encourage development of broadband networks in street rights-of-way in a coordinated way to provide state of the art technology to its residents."

**Bailey** wondered, though, if there is a goal that the entire city be served by broadband (perhaps in Economic Development). **Kraushaar** recalled an earlier discussion and said staff will see where else it is mentioned.

**Chair Carter** said she thought this was sufficient since it is under Goal I-7, which talks about providing utilities to the city's residents (which in turn assumes "all residents").

**Mengelberg** referred to page D-8, Policy D-33 under Goal D-9 – Home-Based Businesses, which says, "Work to make sure the type of support that home based businesses need—such as business-related resources at the public library, high speed internet access...are available." Although it doesn't specify this, it is covered.

**Chair Carter** suggested simply adding this as one of the specifically named utilities under Goal I-7, whether it be called broadband networks or high speed internet. **Mengelberg** suggested that the term "high speed internet service" would be most appropriate to cover all types of access, now and future (i.e., phone, cable access, and wireless connections).

**Page I-13:**

Under paragraph 3 of "Higher Education," **Bailey** suggested changing the first line to read, "The Tri-Met hub on campus..." since it is not really in the center of the campus, as currently stated.

**Page I-14:**

**Bailey** referred to the section entitled "City Hall" and said he thought it might be good to create a goal for the concept of a civic center, not just a city hall, in this long range plan. The difference is that it would be a real land use determiner, and could include a library or a senior center, etc.

**Kraushaar** said that seems very appropriate because if the city were to grow to a population of 50,000, they would need such a civic center. She added that there isn't really a section that talks about all the City facilities in the goals and policies. There is a general list of existing places, but she asked if it might be worth having a section that addresses multiple locations. **Chair Carter** said they don't have to include everything in this document and there is room for work to happen as it occurs. For instance, there are almost two city centers. Molalla Avenue connects to two hubs and we know we have a need, but we don't need to state that we have a need in the Comp Plan. However, **Mengelberg** and **Orzen** agreed that they thought we should do a policy for the various city-owned facilities. **Kraushaar** noted that the last sentence in paragraph one says, "The City supports continuing efforts to develop a long-term plan for providing a permanent home for City departments", which may be adequate for now, but perhaps a new action item that would provide for future planning would be good.

**Mengelberg** noted that if there is something specifically mentioned in the Comp Plan, you can write a grant request but if it is only a general concept that is not adopted in writing, there is no basis for a grant request. Therefore, specific mention of a civic center in the Comp Plan could be helpful.

**Kraushaar** said if another goal were to be added, it would be I-11. **Mengelberg** said she would try to write a new goal, including policies and action items.

**Chair Carter** asked if it would be inserted before or after the Police Protection section, and it was felt it would fit in better after.

**Main** said he thinks part of the goal is the need to formulate a facilities plan, which may include identifying where certain things are located, whether they should be together, or whether there should be historical downtown and a newer separate section.

**Kraushaar** noted that property is disappearing for centralized locations in the city, and **Bailey** said it makes sense to him to work together with the County on a civic center with many of the government facilities for both

jurisdictions. He also said he thinks the Red Soils area is a logical location for such. When he asked if the city owns a piece of that, **Kraushaar** said the City owns a lot in Red Soils that is contiguous to the county property. **Kraushaar** said this has been discussed within other groups as well and there was money budgeted in this year's Urban Renewal budget to do a facilities study.

**Main** asked if we would want to mention the high school property as a consideration for a possible civic center in the document, and **Bailey** said there is already mention of those buildings on page I-13, paragraph 1, which says, "The disposition of the original high school will be studied in conjunction with both the Oregon City School District and the City of Oregon City...."

**Bailey** asked if there is a section in the Plan regarding recreation. **Kraushaar** said there is some reference to recreation facilities on page I-15, and section J is all about Parks and Recreation. **Bailey** said the reason for his question is that he wanted to discuss the concept of an aquatic center (which is actually included in the paragraph on page I-15). He said it could be a major element in the City, both for the citizens themselves and in bringing in swim teams and swim meets regionally. He noted the success in Bend, and **Bernhard** said the Tualatin Valley Parks and Recreation Department and the Beaverton School District worked closely together in a successful effort as well.

**Kraushaar** said this could fit into the new Goal I-11 (the idea of developing an aquatic park in partnership with the school). **Bailey** thought the Cove area could also be a potential site for such.

**Kraushaar** said they should also consider the issue of providing Park and Rides to enable people to use public transit, bus rapid transit and/or light rail in this section if they even think those might ever come to Oregon City, either on I-205 or Hwy. 99. **Mengelberg** asked if that would be included on page I-5, Policy I-27, which says, "Investments will be made to accommodate multi-modal traffic as much as possible...especially on major and minor arterial roads." Agreed.

**Kraushaar** said we might want to add an action item that talks about working with TriMet and Metro to assure coordination of parking facilities to maximize effectiveness of future transit and light rail.

**Chair Carter** said it is needed out by the college, and **Kraushaar** said, with the new Urban Growth Boundary (UGB) expansion in the Park Place area, it is also needed at the Stimson spot or somewhere nearby.

**Mengelberg** asked if we should add an additional policy that says, "Advocate for Regional and State investment in regional transit connections such as light rail and bus rapid transit." When **Chair Carter** asked if this would be a policy or an action, the decision was to add it within Goal I-6 - Transportation Infrastructure (page I5) as a new Policy I-28. **Kraushaar** said we don't necessarily need to be so specific about the type of connections but could just say "such as bus and rail connections."

Having completed this section, Chair Carter moved the discussion to Section L—Transportation.

#### Page L-1:

Before starting, **Bernhard** asked if we might review the Growth and Urbanization section next since she would be unable to attend the next meeting, and was told yes.

Regarding Policy L-8, **Mengelberg** said previous references said the City would advocate with regional and state governments for light rail but here we say "provide" and she asked if the City is really going to provide for light rail, or if that would be financed by Metro. **Kraushaar** asked if "provide for" means you will fund it, and

several others agreed that the word "provide" sounds like we will fund it. **Chair Carter** suggested changing "Provide for" to "Partner for...." The same would apply to Policies L-6 and L-7.

On Policy L-6, **Bailey** also suggested saying, "Promote and encourage a public transit system that ensures....", and the same on Policy L-8. However, he thought "Partner" was appropriate on Policy L-7, though **Mengelberg** suggested saying "Provide for" or "Establish" a truck route network, which would still allow the State or region to build it.

**Bailey** asked what "street classification" means in Policy L-1. **Kraushaar** said it identifies the different types of streets which can include local streets, neighborhood collectors, collectors, minor arterials, arterials, and the expressway (Hwy. 213). Those classifications define how wide the right-of-way must be, what the right-of-way will look like (i.e., whether it includes bike lanes, etc.), the width of sidewalks, and adjoining land uses.

**Bailey** suggested replacing the word "defines" (on Policy L-1) with "links" or the concept of linking public right-of-way and street improvements or travel modes to the land uses they are intended to serve. **Kraushaar** said it is basically saying that we will have all of our streets classified and that defines the right-of-way, all of which relates to the travel mode and land uses that these streets serve. **Bailey** suggested the following wording: "Provide a street classification system to ensure that public rights-of-way and travel modes are appropriate for land uses they are intended to serve." **Kraushaar** noted that this wording came directly out of the TSP, but said staff could consider this, as long as it means the same thing.

Regarding Policy L-3, **Chair Carter** asked if the first word should be "Establish" or "Provide". The concurrence was for "Provide".

The same was confirmed for Policy L-4 (leave as "Provide").

**Mengelberg** noted that they say the same thing except that one is for a pedestrian system and the other is for a bicycle network. It was decided that they should be left as separate policies because they are separate items and they do have different infrastructure in some cases.

#### **Page L-2:**

Regarding Policy L-9, **Bailey** said the word "the" needs to be changed to "that", so it would read, "Ensure that multi-modal transportation...."

**Mengelberg** asked if it would be good to say anything about using pervious surfaces wherever possible, and **Kraushaar** said that is covered in the section about green streets.

Regarding Policy L-12 which says, "Preserve and enhance the existing Oregon City Local Transit service...", **Chair Carter** asked if that is referring to TriMet or a possible trolley or something else. **Kraushaar** said the term "the trolley" was deleted from this document, but those who adopted this draft felt it would be okay to leave in "Local Transit service". However, she noted it should be spelled in lower case.

**Bailey** suggested a new Action Item L-4 to say, "Participate in regional transit planning." **Kraushaar** agreed that we should participate but asked if it should be under "Multi-Modal," "Capacity," or elsewhere. **Bailey** said he would suggest putting it under L-4.

**Mengelberg** asked if it would be a policy or an action item, and **Bailey** said he thought it would be an action item. **Mengelberg** expanded his suggestion to include other projects that would be advantageous to the City, so

it would read, "Participate in regional transportation planning and advocate for projects that benefit Oregon City."

**Kraushaar** asked if things that relate to bigger transit (i.e., rail, bus, and Park and Rides) should be included in this section on multi-modal travel, although it is slightly redundant. Again, she doesn't think it hurts to say it in more than one place when it applies.

**Kraushaar** noted that Policy L-14 ("Continue to work with Amtrak to develop the new passenger rail station and service to Oregon City") will soon be outdated. Also, she felt it should be an action item. **Mengelberg** suggested changing it from a policy to Action Item L-5, which would say, "Continue to work with Amtrak to enhance passenger rail service to Oregon City."

**Kraushaar** said it would be good to have it both here and under the new Policy I-28 (page I-5), which says, "Advocate for regional bus and rail transit connections to Oregon City."

**Mengelberg** read from Policy L-16 under Goal L-2, "Reduce the frequency and severity of crashes/incidents on the transportation system." She said we can't directly reduce the frequency and severity but we can implement good traffic management practices. **Bailey** said he knows the wording is taken from the TSP but he agrees that is appropriate to say something more in policy in the larger Comp Plan. **Mengelberg** suggested that Policy L-15 is appropriate in its wording to "Identify transportation improvements..." but she suggested changing Policy L-16 to read, "Implement an effective transportation policy that reduces the potential for the frequency and severity of crashes/incidents on the transportation system."

Regarding Policy L-17, **Chair Carter** suggested changing it to read, "Identify and minimize conflict points...." However, when **Kraushaar** asked if we can really minimize them, **Mengelberg** suggested changing it to read, "Identify and implement ways to minimize conflict points...."

### **Page L-3:**

Regarding Goal L-3 – Capacity, **Bernhard** said it is fine to talk about "adequate capacity" in the TSP but she thinks the Comp Plan should be stronger. Therefore, she would delete the word "adequate" from Goal L-3 and from Policy L-19.

In Goal L-4, **Bailey** asked what the phrase "support sustainable practices" means, and said the goal should be clear in its intention. He thinks it is referring to the concept of sustainable development or things that are eco system friendly or environmentally friendly.

**Bailey** also said, regarding Policy L-22, that developing design standards is really an action item or the policy wording should be changed to say "Support 'green street'...solutions." Then the action item would be to develop standards.

He also noted that Action Item L-4 should say, "Develop and implement standard alternatives" and the example should say "such as," not "like."

Returning to Policy L-22, **Chair Carter** noted that the first portion of the sentence ("Develop design standard alternatives that") is being deleted, and it will say, "Support 'green street'(environmental design for transportation) solutions." She also noted that a definition is needed for "green street."

**Orzen** read from page L-8, Street Design Standards, "New optional 'green street' road standards will be added to these documents." **Chair Carter** suggested that this sentence and the rest of the paragraph should be made into a separate paragraph.

**Kraushaar** said it seems like we are trying to promote an environmentally sensitive design for transportation. **Chair Carter** said "sustainable" also means re-use of materials, and **Bernhard** said none of the policies speak to this. After further discussion, the decision was to change Goal L-4 to say, "Promote a transportation system that supports environmental and sustainable construction practices."

On Policy L-23, **Mengelberg** suggested adding the words "especially recyclable materials" in parentheses after the words "Encourage the use of materials", which would capture that concept. **Main** suggested, "Encourage the use and re-use of materials..." And **Chair Carter** suggested deleting the word "cycles". The sentence would read, "Encourage the use and re-use of materials geared for long life within both public and private transportation facilities."

Regarding Policy L-25 ("Where feasible incorporate stormwater detention systems (bioswales) along transportation routes"), **Bailey** suggested changing it to say, "Reduce roadway pollutant runoff by requiring stormwater detention systems along transportation routes." He said the purpose is to reduce pollutants, not just put in bioswales. **Mengelberg** suggested saying, "Reduce roadway pollutants and flooding..."

**Kraushaar** said you can't reduce the pollution without taking cars off the road, but you can try to treat it before it gets into the waterway, and **Chair Carter** agreed that roadway pollutant is a reality.

After further discussion, the decision was to say "Treat roadway pollution along transportation routes." This would leave the action to accomplish it open to whatever is state-of-the-art at the time. (There was agreement to delete the reference to stormwater detention systems in this sentence.)

Regarding Goal L-5 - 7<sup>th</sup> Street Corridor, **Bailey** wondered if we need all of these detailed policies, and he asked the same about the Molalla Avenue Improvements (Goal L-6). He suggested that Goal L-5 - 7<sup>th</sup> Street Corridor could simply say, "Use the 7<sup>th</sup> Street Corridor Design Plan to revitalize 7<sup>th</sup> Street." But if the goal is to revitalize 7<sup>th</sup> Street for residents, pedestrians, and businesses, we might incorporate a couple of basic policies and then say in an action item, "Implement these through the 7<sup>th</sup> Street Corridor Design Plan." This would simplify this section a lot.

**Mengelberg** agreed, saying that the Corridor Design Plan could be updated several times during the course of this Comp Plan.

**Kraushaar** asked if that would give the Planning staff enough basis to work on. **Drentlaw** said from a legal standpoint it would be sufficient to reference the Design Plan. However, it is nice to have it all in one spot.

**City Comm. Doug Neeley** noted that the 7<sup>th</sup> Street Corridor Plan has not been formally adopted and asked if referencing it here would make it adopted. **Drentlaw** said if the policies are in the Comp Plan, yes, it becomes adopted once this document (the Comp Plan) becomes adopted.

After further discussion, **Bailey** suggestion that staff review this to see what excessive detail can be eliminated, and **Bernhard** suggested that some of the action items could be combined in policy statements.

The PC agreed that the same thing could be done to Goal L-6 - Molalla Avenue Improvements. **Bailey** noted, though, that the goal as written is really an action item and he suggested that it say something along the line of,

“Redevelop Molalla Avenue as an urban corridor ‘main street’ that supports multi-modal transportation and promotes main street development.”

**Bernhard** said similar wording would be good for the 7<sup>th</sup> Street Corridor goal statement.

**Kraushaar** suggested looking at the definitions for a main street and a boulevard because they are quite different. She also suggested including something about transit-oriented land uses in the statement. This would include the idea of co-mingling high density and mixed uses to work together. (**Bernhard** noted that they would need to define “transit-oriented development.”) After some consideration, **Kraushaar** suggested including the phrase “an urban transit mixed-use corridor.” **Bailey** asked that the record show they would leave out the words “main street.”

The result was, “Redevelop Molalla Avenue as an urban transit/mixed-use corridor that supports multi-modal transportation and promotes transit-oriented development.”

**Mengelberg** then suggested adding a new policy that says, “Encourage high density and mixed use development along the corridor.” **Kraushaar** agreed, saying again that it can’t hurt to overemphasize some of these land uses.

Although off the subject, **Bailey** noted that people were very complimentary of the final product of the Molalla Avenue project at a recent CIC meeting.

#### **Pages L-4 and L-5:**

Regarding Goal L-6 – Molalla Avenue Improvements, **Bailey** said it seems that many of the policies seem to be sub-components of what the plan should be. He suggested inserting a policy that might say, “Adopt and maintain a plan for Molalla Avenue that:...” and list the items beneath.

**Bernhard** noted that the term “Main Street” is used in Policy L-40, but it is not currently designated as such. **Drentlaw** concurred that it is a corridor. The conclusion was to delete the words “Main Street.”

**Kraushaar** asked if it is really an action item and the PC agreed. **Mengelberg** said Policy L-42 also seems like an action item.

**Bailey** asked if the goal statement should say anything about preparing/maintaining/implementing a plan.

**Kraushaar** said we have a plan and although we don’t have a land use plan, that is what **Drentlaw** is working on with the zoning, which includes mixed use planning for the Hilltop area.

Regarding Goal L-7 – Implementation, **Bailey** suggested that Policies L-43 and L-44 should be right up front as the opening policies for the City, especially L-44 as an overall transportation goal for the City. **Mengelberg** agreed and suggested that they move it in front of Goal L-1 and let it be a stand-alone goal.

**Bailey** said he would leave L-43 as it is.

**Bailey** noted that Action Item L-14 talks about seeking funding and providing leadership for implementing McLoughlin Boulevard enhancements to successfully attain functional access to the downtown and connection between the downtown and the Willamette River. He asked if we also want to reference any other transportation study and planning efforts, such as the Tumwater Falls interchange, or the I-205/213 interchange, or some other corridor. **Kraushaar** said some of those mentioned are projects that are listed in the TSP, but she agreed that it might be reasonable to say in the Comp Plan that we are seeking regional funding for Oregon City

projects that are in the TSP. **Chair Carter** said we should take out specific names and making it a generic statement city-wide. **Bernhard** suggested leaving in the McLoughlin reference because it is so important to the City's regional center and then looking for funding for other projects.

**Drentlaw** said this should actually be a new Goal 1 for linking land uses, and **Chair Carter** suggested that Goal 7 be for Implementation & Funding, not just Implementation. **Bailey** also confirmed for the record that there was agreement to move Policy L-44 to the front as Goal 1, with policies under it from the Molalla Avenue Improvements and the 7<sup>th</sup> Street Corridor sections. **Chair Carter** noted that we would also add an L-15 action item pertaining to funding options. **Mengelberg** suggested that it might read, "Aggressively pursue a variety of funding sources to implement transportation plans."

On the topic of light rail and other transportation studies, **Bailey** wondered if we need to insert words regarding a long-range plan for some other access to the Hilltop area and down to Hwy. 99. He was thinking in particular that we need some other access from South End Road and down to Hwy. 99. He said he can't believe that the city will grow as projected when the only ways to and from the north end of town into the region are the 7<sup>th</sup> Street Corridor, South End Road or 213. For instance, he could foresee access south of Canemah Park.

**Kraushaar** said another option is to encourage people to use alternative modes, but **Bailey** said that will still not solve the problem. **Kraushaar** said perhaps something should be put into the TSP, and **Chair Carter** said it could also be included in an action item under "Capacity". She also noted that this is partially addressed in Policy L-21. She said this policy should also include wording about exploring a better route from Willamette Falls Hospital to regional corridors.

In summary, the conclusion was to add this as an action item under Goal L-3 – Capacity.

**City Comm. Neeley** said we need to ask where we need to grow. For instance, there are currently people living in Park Place who are essentially isolated from downtown Oregon City because the proposal for 17<sup>th</sup> Street was denied. He said we could identify many transportation streams within the city. **Kraushaar** agreed, saying that many of those are identified within the TSP, even though the future linkages may never happen.

**City Comm. Neeley** said the point is that if we start listing specific streets or areas, we are opening up a Pandora's box. **Bernhard** agreed and suggested an action item that would be more generic, such as, "Look for opportunities to improve connectivity in the City." After further discussion, **Mengelberg** suggested, "Identify, prioritize, and pursue funding to improve connectivity throughout the City." This would be a new Policy L22.

#### **Page L-9:**

**Bailey** suggested that the first paragraph on this page could be stated as a goal in Multi-Modal Travel Options that might read, "Promote South Corridor bus or light rail to serve Oregon City, and locate Park and Ride facilities at convenient neighborhood nodes to facilitate access to regional transit."

**Kraushaar** said we had added Policy L-15 ("Advocate the regional bus and rail trail connections to Oregon City"), but she said perhaps that could be elaborated with, "and provide the infrastructure that supports...."

**Bailey** agreed, and said he would delete this paragraph.

He then suggested making the next paragraph a goal or delete it. He suggested the wording, "Establish frequent, reliable links between the Hilltop, downtown, Beavercreek, education employment centers, and adjacent neighborhoods."

**Mengelberg** asked if we would then lose the discussion on TMA's, but **Chair Carter** said it doesn't hurt to have the discussion, even if it is reference elsewhere. The decision was to keep these paragraphs in place, even if we are adding them in the goals.

### **G. Urbanization**

#### **Page G-1:**

**Bernhard** asked if Goal-G-2 – Expansion of Boundaries is talking about the City boundaries or all boundaries. She suggested that the title be expanded to "Expansion of City and Urban Growth Boundaries", spelling out "Urban Growth Boundaries" and putting "UGB" in brackets.

**Bernhard** then said that under the new (revised) Title 11 of the Urban Growth Concept and Functional Plan, there is a whole section of what must happen before land can be urbanized. She said this is discussed briefly in Action Items G-5 and G-8, but with the new language and the new areas, she suggested that they may need to look more into what the concept plan and flesh out the action statements. (She noted that Title 11 is on the web site.)

**Mengelberg** asked what "LR" is under Action Item G-5, and was told it means Low-density Residential.

**Bernhard** said that is part of what would come out of the concept planning. She said a concept plan must be done for land before it can be brought in and urbanized so it doesn't just get taken in little pieces. For instance, the concept plan has just been completed for Happy Valley, which was brought into the UGB in 1998, and this was a cooperative effort between Portland, Gresham, Multnomah County, Clackamas County, and Metro for how that land will be urbanized, how the services will be provided, and how it will be governed.

She suggested we might also want to add a new Policy G-14 about actually referencing the land that is coming into the UGB.

#### **Page G-3:**

**Bernhard** said she liked the fact that we have a green corridor policy.

Speaking of the green corridor policy, **Mengelberg** said she had spoken with Maggie Dickerson, their "green corridor" person at the County, who had some thoughts about the current Policy G-14 ("Support the green corridor policies described in the 2040 Growth Concept.") She wanted it to say "and the Clackamas County policies."

**Bailey** said he thought it would be good to include some of those key policies (in the 2040 Growth Policy Plan) in this document and adopt them as our policies.

Regarding Goal G-4 – Green Corridors, **Chair Carter** said she thought we should strengthen the goal to include green corridors surrounding Oregon City *and within* Oregon City, but **Mengelberg** said the Green Corridors is a concept that is talking about separation between communities.

**Kraushaar** said we need to include something about the greenways within Oregon City, which are sorely lacking except in the Singer Creek area. She said there is vague mention in the Parks Master Plan, but it would be good to be more specific in the Comp Plan in order to (a) start including it in our SDC charges and (b) start requiring developers to protect or replace trees.

**Chair Carter** said we need to define green corridors (between cities) and greenways (within the city).

**Bernhard** said the green corridors are currently not generally in the city so they may be annexed in the future but a measure is needed to protect them at that time.

**Bailey** suggested that it should specify that the City works with Clackamas County to identify or protect the green corridor adjacent to the city because it may not be in an area that we would ever want to annex. For instance, he said the question has come up that if an area is urbanized, what is the expectation that it would actually be developed versus protected for a green corridor, versus leaving it not in the UGB or not annexed into the City.

**Mengelberg** said **Dickerson** suggested changing Policy G-15 as follows:

- Keep sentence one as is.
- Delete the first part of sentence two, which says, "If the City at some future date annexes an area that includes a green corridor," and keep the rest of the sentence as a sentence in itself. It would read, "It will be the City's policy to:"
- Then, under bullet one, say "Control traffic" rather than "Control vehicle access."
- Add another bullet that says, "Prevent visual impacts."
- Add another bullet that says, "Provide an entry." This would give some kind of entry sign as you leave a rural area and enter an urban place.

**Kraushaar** added that under the "Prevent visual impacts" bullet, there could be a requirement for increased street planting, or shrubbery along the green corridor, or something that might diminish the amount of signage to preserve that "green" feeling.

**Bailey** reiterated that he thinks it would be good to include some green policies under Policy G-14 before the questions are raised by the public. Similarly, in Policy G-15, he suggested that it include wording to "Promote or establish green corridors as a critical component of urban design and urban connectivity" and he suggested leaving out the reference to the 2040 Growth Concept, even though we will continue to work with Clackamas County and other jurisdictions to maintain separation from Canby, Molalla, and Estacada.

**Mengelberg** said she agreed with the concept but would encourage saying the word "greenway" rather than "green corridor" within the City because "green corridor" specifically refers to outside the City.

**Kraushaar** noted that the greenway corridor policies for inside the City shouldn't be inside the "Urbanization" section.

**Chair Carter** noted that there is discussion about green corridors on page G-5.

**Bernhard** suggested that they might want to talk about separation of communities as well. She said she would look up the Metro sections and provide staff with those references.

**Bailey** said he had circled the "Green Corridor" paragraph (see page G-5) and thought they should define clearly green corridors, waterways, and forested areas because the Willamette River is a green corridor in and of itself, as are the Clackamas River, Newell Creek, and others.

**Drentlaw** said he thought some of this was identified in Goal 5, but **Bailey** wanted to mention it in the green corridor section. He acknowledged that they overlap, and **Chair Carter** agreed that they touch both Urbanization and Natural Resources, and that it is important to state in both places what we are going to do.

**Bernhard** said, from a regional perspective, she would request that it be made quite clear that they are also referring to those green corridors that are on the 2040 Growth Concept Plan so they are not lost. For instance, Hwy. 99 is a green corridor which goes right to the edge of the City.

**Bailey** then suggested that, as a policy under Green Corridors, we say we would work to the expand green corridor concept to areas beyond the 2040 Growth Concept in order to reference the Beaver Creek/Redland Road area because it might not be named in the 2040 Growth Concept Plan.

**Chair Carter** said if we're acknowledging that we are going to do green corridors as separations between entities, then we would assume that we would plan for those separations if we were to grow outward. **Bailey** said his point is that it is more than just what is in the 2040 Growth Concept Plan.

**Kraushaar** asked if we are trying to get at ownership or just get people to say they won't develop their properties. She cited the example that in Boulder, Colorado, the County and the City purchased hundreds of acres of property to create a greenbelt. **Bernhard** said in Metro the rule is that if you are annexed into the City, you must maintain that rural character of that road so there is still a visual separation of communities. This might be done through bigger setbacks or more landscaping requirements on those areas.

**City Comm. Neeley** said the purpose is not to protect the rural areas but how to separate the communities and maintain the green. **Drentlaw** said much of it is taken care of through zoning, and **Bernhard** said Washington and Clackamas Counties also have requirements under the same title for areas identified as rural reserves, even though those lands would never be part of the City.

**Chair Carter** summarized that there are two concepts: Green corridors along roadways, and green corridors that would be open space separations that should probably be addressed in the Urbanization section.

**Mengelberg** suggested having headings and policies for both green corridors and greenways. **Kraushaar** was confused about the greenways within the City, and **Bernhard** thought that should be addressed in Land Use or Transportation sections, not Urbanization.

**Chair Carter** suggested expanding the definition of green corridors, those being transportation corridors between cities, waterways, forests or rural lands, and rural and urbanization separation parkways, and then explain about the inter-city pathways. When **Drentlaw** asked whether this should be in Parks and Recreation or in Transportation, **Kraushaar** said she thought it would be appropriate in both.

**Bernhard** said there have actually been agreements signed between counties and Metro and the outlying cities that have not officially been signed yet by ODOT but which are considered as being in place. For instance, Sandy, Gresham, and Clackamas County have signed a green corridor agreement, which is one of the reasons why expansion of the boundary out in that area stopped where it did. There is also a green corridor along 99W between Tualatin and Sherwood that is quite hard to maintain, but it is a national wildlife refuge.

**City Comm. Neeley** said he thinks this is a philosophical statement about where we want to go in our planning even though we don't have anything specific in place regarding the separation of rural communities and Oregon City. **Kraushaar** said that fits into where we left off in the UGB expansion discussions in that we need to start working more closely with Beaver Creek and Redland, even though we were defining the natural boundary.

**Chair Carter** said she thinks such a statement belongs in the Urbanization, and **City Comm. Neeley** said he thought the County would be amenable.

**Bailey** suggested naming the goal "Green Belt" and suggested the following verbiage: "Establish and protect green belts surrounding Oregon City, including green corridor concepts under the 2040 Growth Plan and other lands to separate urban from rural areas and establish a sense of urban identity." That could be followed by a policy that would say, "Work with Clackamas County and the communities of Beavercreek and Redland to establish a green belt...."

**Bernhard** said Metro uses the term "rural reserves" but she didn't know if we would want to use that term or not. **Bailey** said that brings up old feelings, and **Chair Carter** asked what the 2040 Green Corridor concepts are. **Bernhard** said she would provide those, but explained that the concept is that you know when you have left an urban area and entered a rural area.

**Chair Carter** then asked why we must refer to specific policies rather than remaining more generic in description. **Bernhard** said they could do that but her concern is that the policies must reflect the requirements that are in the functional plan. **Mengelberg** thought, because it is such an esoteric concept, it might be better to describe them in this document.

In rethinking the Goals and Policies (page G-1), **Bailey** suggested that we might want a higher order goal for Urbanization than the current wording implies ("Maintain orderly and efficient provision and expansion of utilities and services to urbanizing areas.") He suggested the following wording for an overall goal that could read, "Provide for orderly and efficient conversion of lands around the City to an urban level of development while protecting and conserving a variety of natural and civic resource values." He then suggested that a policy or sub-plan would be to "Provide urban services to urbanizing areas through sub-area master plans as part of the Urban Growth Management Agreement (UGMA) with Clackamas County." **Chair Carter** suggested that the latter be Policy G-1 and the subsequent numbers be increased accordingly.

Regarding the current Policy G-1, **Bailey** suggested the following wording: "Provide urban services to annexed areas only when such expansion does not diminish the ability of the City to provide services to existing city residents."

**Bailey** thought Policy G-2 was too tentative to be a policy because it says, "Consider developing..." and he felt it should make more of a solid statement. He said there are two issues: (1) that there is an urban service boundary, and (2) the need to work with Clackamas County to prohibit or control the formation of new service districts within the UGB.

**Mengelberg** asked if Metro does urban services, and **Bernhard** said Metro can't stop a county from establishing a new service. She said they have worked with communities on the west side that had difficulty determining where their urban services boundaries were, but that was different than this.

When **Bailey** asked where our urban service boundary is, **Kraushaar** said it is the city limits *except* where they need sewer service, which the City needs to provide. She said Clackamas River Water provides water outside the city limits but as lands annex in, that service is transferred over to Oregon City.

**Chair Carter** asked if this policy is even needed then, but **Bernhard** said she thinks it is important to explain the concept of not adding new service districts in areas that they are likely to annex. For instance, she said Damascus is now inside the UGB and it will set up its own service district.

**Kraushaar** suggested that a policy could say, "Establish areas of interest...(whatever they might be) and prohibit formation of new service districts in that area." Then an action item could be to work with the County to create an UGMA which maps and defines it, and creates criteria for the conversion of lands, etc.

Regarding Policy G-8 on page G-5 (Annexation Policies and Practices), **Bailey** said he doesn't know what the phrase "to simplify the annexation process" means or why this policy is included. He said once we've agreed to an UGB, the criteria for bringing something in isn't the same as if we had no UGB. Therefore, he thinks we need to seriously consider some of these criteria.

**Bernhard** cautioned that both the terms UGB and UGMA are used, and she cautioned that we don't use the same term to mean two different things. **Bailey** noted that the key for annexation is whether land is adjacent to the City.

**City Comm. Neeley** said there is some danger that at some time in the future this may include Beavercreek, but **Bailey** asked if someone whose land is now adjacent to the City would have to meet all the criteria listed herein. **Chair Carter** agrees that it is currently a laborious process that needs to be simplified.

**Kraushaar** said she thinks the key is that of concurrency. If the infrastructure is not there and there is no way to provide it, why are we bringing in more land for development?

**Bailey** then said perhaps Policy G-8 needs to link the annexation process to UGMA agreements.

**Chair Carter** said "to simplify" is an action item, not a policy.

**City Comm. Neeley** noted that the PC used to not review annexation requests and what we have now is a far better system.

**Chair Carter** suggested deleting Policy G-8, but **Kraushaar** suggested changing it into an action item.

Regarding Policy G-9, **Bailey** said it is too negative. He suggested deleting the first phrase ("Pursuant to Statewide Planning Goals"), inserting "prepare and maintain Urban Growth Management Agreements" after "Work with Clackamas County to", and reword the end of the sentence to be more positive. The entire sentence would read, "Work with Clackamas County to prepare and maintain Urban Growth Management Agreements to ensure an orderly conversion of rural lands to urban development." Agreed.

Both **Bailey** and **Chair Carter** said they would give additional text suggestions, additions, and amendments to staff.

## **OTHER BUSINESS**

**Chair Carter** said the meeting would continue on Monday, Dec. 16<sup>th</sup> at 6:00 p.m., and with no other business, the meeting was adjourned at 9:10 p.m.

---

Linda Carter, Planning Commission  
Chairperson

---

Dan Drentlaw  
Community Development Director

**CITY OF OREGON CITY  
PLANNING COMMISSION WORK SESSION  
December 16, 2002**

**PLANNING COMMISSIONERS PRESENT**

Chairperson Carter  
Commissioner Bailey  
Commissioner Mengelberg  
Commissioner Orzen

**STAFF PRESENT**

Dan Drentlaw, Planning Director  
Nancy Kraushaar  
Pat Johnson, Recording Secretary

**ALSO PRESENT**

Tim Powell, CTAC Member, CICC Chairman  
City Commissioner Neeley (guest)

**PLANNING COMMISSIONERS ABSENT**

Commissioner Main

**CALL TO ORDER**

**Chair Carter** called the meeting to order at 6:09 p.m.

**PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

None. (No public in attendance.)

**APPROVAL OF MINUTES: November 25, 2002**

**Orzen** moved to approve the minutes of Nov. 25, 2002 as submitted. **Bailey** seconded the motion, and it passed unanimously.

**WORKSESSION**

**Comprehensive Plan Review and Discussion (Dan Drentlaw)**

**Chair Carter** reopened discussion of the Comp Plan review.

**Mengelberg** distributed a document of suggestions for policies and action items for a new section on "City Hall" (possibly to be renamed "Civic Center") and for "Green Corridor," both of which would be incorporated into Section I -- Community Facilities, and which the Planning Commission (PC) reviewed first. (Copies of the Comp Plan draft and all related documentation are available in the public record.)

On Policy I-55 ("Implement measures to maximize and leverage resources and increase services to the public"), **Bailey** asked what **Mengelberg** meant by "resources." **Mengelberg** said it could be many things, including money, staff, space, obtaining grants, collocation for sharing parking lots, etc. **Chair Carter** asked if we should say "Implement any and all measures". but the decision was to leave it as is.

**Drentlaw** asked if Policy I-54 ("Locate city facilities that focus on customer service near the center of the city...") would preclude a city hall downtown. Specifically, he wondered if someone would interpret this to mean a geographic center. **Mengelberg** said she was thinking of something easy to get to. She had considered saying "business and business districts," which could put it on the hilltop or downtown, but the point is to make it accessible. She suggested simply deleting "near the center of the city", which would address his question. Agreed.

**Chair Carter** asked if we should move Action Item I-25 to the beginning of the action items. **Mengelberg** said she thought about that, but said some of the other steps really need to be done first. She then suggested deleting the word "Develop" and simply say, "Adopt and implement...." Agreed.

**Bailey** asked if there is currently a master plan for the city. **Powell** said there is a master plan for Facilities, which is probably 8-10 years old. **City Commissioner Neeley** said the only one he was aware of (relating to the location of city hall by the fire station) was rejected by the City Commission, and he was unaware of any other.

**Mengelberg** suggested saying, "Revise, adopt, and implement...." or "Update, adopt, and implement...." but after further discussion, **Drentlaw** said he thought it was sufficient to leave it as "Adopt and implement...."

Appreciation and compliments were expressed to **Mengelberg** for a job well-done on these sections.

Regarding "Green Corridor," **Mengelberg** said her assignment was to get a better definition. The result was developed from a handout staff member Maggie Dickerson had developed.

**Chair Carter** asked if she was only proposing entering the first paragraph, but **Mengelberg** said one option would be to insert a number of bullet points, as suggested in her write-up. **Drentlaw** asked if Mengelberg's suggestions would be policies, but she said some would be action items.

**Drentlaw** said he is not sure what is meant by the statement in the first bullet ("Provide a gradual transition from green corridor to urban environment"). **Mengelberg** said **Dickerson** had said "green corridors" is a concept that is being implemented outside the Urban Growth Boundary (UGB).

**Drentlaw** said he thought one good way to define an environment in an urban forum is with a more radical transition from rural to urban, so there is a clear boundary.

**Chair Carter** said the County already has a policy they are working on, and it was clarified that it is outside (between cities). **Bailey** asked if that means the green corridors shrink every time the UGB expands. **Drentlaw** said yes. **Bailey** said that concept is very different from the greenway concept they were discussing before (i.e., along the river), where the City might want to maintain those kinds of forums.

**Mengelberg** said that an interim approach might be to have certain standards within the UGB and the city limits that are perhaps greener within the city but less green than might be outside the UGB in the transition area.

**Chair Carter** said that is similar to what is being done in the housing developments which are R-10 but which about rural communities. **Mengelberg** noted that the current County policy is a 20-acre minimum.

**City Commissioner Neeley** said he is greatly disturbed by this concept because, unless you are defining the end of the city growth (in which there will be no urban growth expansion), you will have 10,000-foot lots extending forever because there is no permanent boundary between the rural area and the urban boundary, unless there is a mechanism guaranteeing that you will not grow into the rural areas. He said, for the most part, we are surrounded by exception lands (except to the south, and some to the east).

**Chair Carter** said in some places it fits and works, but it doesn't work everywhere, and she said the concept is to maintain some kind of rural feel as the city becomes urbanized.

**Powell** noted that they could do a lot by not having fences abut main thoroughfares, and **Bailey** said it seems like a rather odd concept to provide a corridor along major transportation routes (such as 213 and Hwy. 99) where the rural character of the landscape and agricultural economy shall be maintained. He said that although there is no agricultural economy to speak of near Oregon City, there is certainly a rural lifestyle. After consideration, he said he was not opposed to the intent, just perhaps the wording.

**Chair Carter** said she was somewhat confused about how we can implement this because unless that property is annexed into the City, the County would still have control.

**Bailey** said perhaps they should be a little clearer about the concept. **Chair Carter** suggested, "We support the County's green corridor concept", but **Powell** asked if we wouldn't want to be more specific about setbacks within the urban environment.

**Drentlaw** said there are two issues: one within the City, and the other outside the City (between the City and the County). **Powell** said it makes sense to have it roll in and meet our requirements, but he doesn't want to lose sight of talking about today's existing urban environment and future growth.

**Powell** said it seems like, even on arterials, there will still be sidewalks along the streets, which does not seem like it is promoting a rural character, and **Drentlaw** said that has a lot to do with the layout of a subdivision.

**Chair Carter** said she thinks we could have a policy for inside the City that requires some kind of landscaping buffer (such as clematis covering a fence). **Drentlaw** said staff has discussed this issue and one way is to address it by design—to take away the need for people to want to build a fence. The problem with landscaping along fence lines is that if the landscaping is not on your side of fence, you don't care. Then it becomes a City problem.

**Chair Carter** suggested that they continue to support the County's plan, and then say that inside the City future growth and develop will try to provide for greenery along streets.

**Mengelberg** said that on the two green corridors the County has picked, Oregon City already has natural greenness along them with the Canemah Bluffs, the rocks, and Newell Creek Canyon, where it is unlikely that much development will occur.

**City Commissioner Neeley** said some of this might originally have been stimulated by the airport and the concern that increased traffic might change the whole nature of 213. However, he said he thinks the real intent is to separate the cities in some fashion with something that is rural in character.

**Bailey** said this is a larger issue because it is more than just a greenbelt—it extends around the perimeter of the city, particularly towards Beavercreek and to the south.

**Drentlaw** said he would try to incorporate Mengelberg's "Green Corridor" suggestions within the Urbanization chapter (Goal G-4 – Green Corridors), and perhaps the wording about "within the city" could fit into Transportation. **Mengelberg** noted that **Bailey** had also suggested add some language within the Natural Resources chapter. **Bailey** said not every street within the city has a problem and he thought we could include a hierarchy of major streets where this is desired, and **Drentlaw** said the grid pattern is conducive to this idea.

In moving further through the document, **Bailey** suggested they work through the other sections and return to Section F – Natural Resources and Natural Hazards.

**J - Parks and Recreation.**

**Page J-1:**

Regarding Policy J-2 ("Provide an active neighborhood or community park-type facility within 3 to 5 miles of most residents...."), **Orzen** suggested reducing the mileage because she said if people want their children to be able to go play in a park, it must be closer than 3-5 miles.

**Powell** recalled from CTAC discussions that there was to be a large multi-use park within 3 to 5 miles and neighborhood parks were closer, but this sentence seems to have been edited. **Bailey** suggested that there should be a neighborhood park within a half mile or a community-type park within 3 to 5 miles. Agreed.

Regarding Goal J-1 ("Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth"), **Chair Carter** said we need to add "and opportunities" after "expansion".

Regarding Policy J-7 ("Explore opportunities to develop a community recreation center...."), **Mengelberg** asked if we don't already have a recreation center. However, **Powell** said the current pool facility is actually just a pool and a meeting room, but it is not really a recreation center.

**Chair Carter** suggesting making Policy J-7 a more proactive statement, and the decision was to delete the first three words and start the sentence with the word "Develop".

**Bailey** suggested we add a policy to "Identify and protect land for parks and recreation inside the Urban Growth Boundary" within the Parks and Recreation section (in addition to the existing mention in Urbanization), and **Powell** asked if this could be included in Goal J-1. **Bailey** said the goal could be both within the City and the County.

After further discussion, it was decided that Goal J-1 would read, "Maintain and enhance the existing park and recreation system, while planning for future expansion and opportunities within the Urban Growth Boundary to meet residential growth."

**Powell** asked if that would mean finding and controlling the properties, which the Parks and Recreation Advisory Committee (PRAC) is concerned about.

**Mengelberg** asked if we should say something about a trail in Newell Canyon in this section since it is mentioned elsewhere.

**Chair Carter** read Policy J-4 ("Identify a network of off-street trails throughout the city for walking and jogging") and she suggested adding "...including Newell Creek Canyon." However, **City Commissioner Neeley** said he wasn't sure we could advocate bringing Newell Creek Canyon into the City without raising issues with those landowners. **Chair Carter** agreed that it can only be developed once it is brought inside the City.

After further discussion, **City Commissioner Neeley** read from Policy J-8: "Where passive recreation is proposed, emphasis shall be placed on the retention of natural conditions and natural environment." He said there is nothing precluding for the City to buy properties in these areas that it thinks are important and then deal with the issues, at which time they would come under City control that way. But to essentially "island annex" what is really a rural-based route is not going to change because those property owners will not be allowed to develop to urban standards.

**Bailey** agreed that the key is some sort of public acquisition (i.e., non-profit foundations, conservation easements, etc.) and he said if we want public green space, we should let the public buy it.

**Chair Carter** suggested adding an action item to work toward Newell Creek Canyon because it is pretty hard to address things in the Comp Plan that are outside the city limits.

**Drentlaw** suggested that such policy might be better suited for Natural Resources because that is preservation and this is more acquisition.

**Chair Carter** said she felt it should be left off the table right now. Agreed.

**Page J-2:**

**Chair Carter** had several small edits, which she noted for staff.

**Bailey** noted that several of these paragraphs say, "The City should..." and he wondered if these "should's" should be "will's" or if they should be converted to policy statements or action items. **Orzen** said Policy J-8 is a "shall".

**Bailey** asked if the last sentence in paragraph 2 ("Whenever property adjacent to an existing neighborhood/community park becomes available, the City should aggressively move to add property to the park and develop it to meet the current needs of existing neighborhoods") is really a policy. He said this is a pretty bold thing to say in the paragraph if there is no policy to back it.

**Mengelberg** said the City doesn't have to go after every potential piece of property but it should carefully evaluate them. **Bailey** was concerned about the word "aggressively."

After discussion, **Mengelberg** suggested adding a new Policy J-12 to say, "...the City should add property to the park if needed and develop it to meet the current and future needs of existing neighborhoods."

**Mengelberg** said the first sentence in the next paragraph ("The City should partner with other service providers...") also seems like a strong statement with no policy to back it up. **Bailey** said it seems to allude to Policy J-6 ("Seek out opportunities to coordinate with other departments..."). After discussion, the suggestion was to change J-6 to say, "Coordinate and partner with...." (Delete the first four words.) The background paragraph, then, is okay.

**Bailey** said there should also be a policy to support the last sentence of paragraph 3, which says, "Where possible, the City should work with developers to include neighborhood park sites in subdivisions...to have them establish the park to city standards during subdivision development that would be given to the City to operate and maintain."

**Orzen** asked if we should also have action items following the policies, such as, "Identify a network of off street trails." **Mengelberg** suggested changing Policy J-4 to "Identify and construct a network of off-street trails...." (adding "and construct").

Upon further consideration, it was determined that both Policies J-1 and J4 should be changed to action items.

When the question was raised about updating the Parks and Recreation Master Plan every "5 to 10 years" (Policy J-1), **Powell** said he thinks the Master Plan calls for an update every 5 years, so this policy just forces that action.

**Bailey** asked what the policy is to require developers to provide for recreational facilities, either within the development or perhaps through extra SDC's. He said this is calling for more than that, or perhaps it is in lieu of that. **Drentlaw** said he thinks Oregon law would probably say "in lieu of." **Mengelberg** said the County does it all the time, and **City Commissioner Neeley** said the current master plan has a lot of problems with pocket parks (i.e., the maintenance costs associated with them, and the relative use of them given the amount of maintenance that is required). He said the developer may set aside money to develop a park, but there are no requirements that he knows of to make the Homeowners Association do the upkeep.

**City Commissioner Neeley** asked if advisory committees have looked at these components, and was told, Not really, although **Drentlaw** said the Historic Review Board has reviewed their sections. **City Commissioner Neeley** said he thinks other advisory boards as appropriate should review this document and give input at some point in the process. **Mengelberg** suggested that perhaps a letter outlining the process thus far and the future schedule could be sent from the PC to the various groups. **Powell** said he thought PRAC was involved and he knew Transportation was involved. **Drentlaw** said he thought somebody representing all areas had been involved except that there was no representation from Parks.

**K. Willamette River Greenway.**  
**Pages K-1 and K-2:**

**Bailey** read the first sentence: "In 1973, the Willamette River Greenway (WRG) was created by the state to protect the Willamette River corridor throughout the region." He suggested replacing "throughout the region" with "from Eugene to the confluence with the Columbia River." He also thought it would be good to refer to Oregon State Planning Goal 15 – Willamette River Greenway (adopted in 1977) as being the controlling State Land Use goal. He explained that the greenway was originally adopted by the State Parks Department but there was no way to implement it, but later the LCDC had a land use policy and actions to carry out.

**Mengelberg** said she had asked **Maggie Dickerson** to look at this section as well, who had provided much of the background information for this section.

**Bailey** said he didn't like the wording of the goal, and suggested deleting the first portion of the sentence and changing the rest to read, "To ensure the environment and economic health of the Willamette River by adopting goals, policies, and procedures that meet the Willamette River Greenway goal (WRG 15)."

Regarding Policy K-1, **Bailey** suggested moving Policy K-6 ("Protect the natural environment surrounding the Willamette River....") to be the first policy because it refers specifically to the greenway and the water quality resource area overlay.

**Chair Carter** said K-7 should be moved to become K-2. K-3 can be kept where it is, and the others could follow in order. However, **Bailey** said K-2 almost seems like an action item.

Regarding Policy K-3, **Bailey** suggested changing the first word from "Maintain" to "Protect," changing the word "resources" to "habitats," and ending the sentence after "Willamette River." It would simply read, "Protect the significant fisheries habitats of the Willamette River." The rest of the sentence would then become an action item.

Further, he said he would propose "prohibiting" gravel extraction in the City rather than just "discouraging" it, since there are currently no actively places where commercial extraction is taking place. He noted that if it is *in*

the river, it is the responsibility of the State Lands Commission, but if it were on land, in the flood plain, or adjacent to the stream, we could prohibit that.

**Mengelberg** suggested that we encourage the planting of riparian vegetation. **Chair Carter** said we should also suggest some things for removal, such as blackberries and ivy.

**Chair Carter** suggested this be split into two action items. **Mengelberg** suggested, "Encourage relocation of existing activities, planting of native riparian vegetation, and removal of noxious bankside vegetation."

**Chair Carter** restated that we are going to disallow activities such as gravel extraction, stream course diversion, and filling and polluting.

**Orzen** noted that the City is going to be removing gravel from the Clackamas River either around the new dock or by Clackamette Cove, but **City Commissioner Neeley** said that really qualifies more as river dredging (a maintenance issue) than a commercial operation. **Powell** said perhaps they should say specifically that gravel extraction for commercial operations is prohibited.

**Mengelberg** said there has been some talk about putting in an esplanade or riverside walkway and asked if this would be the appropriate place to mention such in a new policy. **Chair Carter** noted that this is encompassed within the Waterfront Master Plan (as noted in Policy K-9), and **Powell** suggested that this could be an action item of K-9.

Regarding Policy K-11 ("Allow industrial uses along the Willamette River to continue to provide employment opportunities"), **Chair Carter** said we should change it to indicate that this is for *existing* industrial uses. She suggested that it read, "Allow existing industrial uses to continue as non-industrial..."

Regarding Policy K-5, **Bailey** suggested changing it to read, "Prohibit new sub-stations and power line towers in the greenway or river view corridor." **Chair Carter** was hesitant to prohibit them there because sometimes there are no other suitable locations. **Mengelberg** said she thought the greenway was about 500-600 feet, but **Bailey** thought it was only about 150 feet. **Chair Carter** said new construction would include underground utilities, and the decision was to leave Policy K-5 as is.

Regarding Policy K-1, **City Commissioner Neeley** said our current water resource ordinances for areas that haven't been developed gives protection of 200 feet (which doesn't apply to developed areas), and he asked what the "normal low water line" is. He then asked if the stated number of 150 feet should be increased to at least 200 feet to match the existing ordinances. **Orzen** concurred that she thinks it is 200 feet. **Drentlaw** then asked if we need an actual number or if the Comp Plan should be more prescriptive, with the details being stated within the actual ordinances.

**Bailey** said he thinks the phrase "in the greenway" should be added to both Policies K-9 and K-10. Policy K-9 would read, "Ensure that public and private recreational development in the greenway is consistent..." and Policy K-10 would read, "Protect historic districts, buildings, and sites in the greenway..."

**Orzen** asked if Policy K-14 ("Encourage the State Department of Transportation to repair and maintain the Oregon City-West Linn Bridge along with maintenance of the I-205 bridge") should be an action item. Agreed.

Regarding Policy K-12, **Bailey** suggested adding "along the riverfront" after "Maintain publicly-owned land" and deleting the second sentence. The sentence would read, "Maintain publicly-owned land along the riverfront

as open space unless designated for development consistent with the Waterfront Master Plan and the Downtown Community Plan.”

**Bailey** asked, if efforts to bring the Sternwheeler boat are successful, would that be consistent with the Downtown Community Plan or the Waterfront MP? Yes.

**Chair Carter** said she thinks Policy K-15 (“Encourage owners of private land in the Greenway to landscape and undertake other beautification efforts”) should either be deleted or changed to an action item. She said this should be getting at riparian enhancement as opposed to accumulated trash, which would be a Code enforcement issue.

**Powell** suggested that the action item might read, “Partner with owners of private lands and other interested agencies to landscape, clean up, and undertake other beautification efforts.”

**Orzen** asked if K-16 (regarding approval of a master plan for any redevelopment or change at the Blue Heron Paper Company) is an action item, but **Chair Carter** said it needs to be a policy. It was left as such.

**Powell** suggested that an action item could then be to create a master plan for that area. **Bailey** said the purpose is to require approval of a master plan prior to any new development, and **Powell** said they (Blue Heron) were open to such an idea.

**Bailey** noted that several of the items described on page K-5 (Use Management Considerations and Requirements) are also policies.

**Mengelberg** suggested the following for Policy K-16: “Require an approved Master Plan prior to any redevelopment or change of use of the industrial site at 419 Main Street that is unrelated to the Blue Heron Paper Company activities....” **Chair Carter** suggested ending the sentence after “419 Main Street.” Agreed.

**Powell** asked if this would apply to Blue Heron as well as anyone else, and was told yes.

#### **Page K-5:**

**Chair Carter** noted that the word “be” needs to be inserted into #2, so it would read, “Development shall be incorporated....”

**Chair Carter** said the Blue Heron is mentioned repeatedly on pages K-4 and K-5. **Bailey** said he thinks much of the “Background” verbiage on pages K-2 through K-6 could be deleted, but **Chair Carter** said she thinks the background for Goal 15 is good, as well as references to the additional documents, Oregon City’s spectacular features, and the Downtown Community Plan.

**Bailey** said he was particularly referring to the section about land within the WRG Compatibility Review Boundary on K-4 and K-5. **Drentlaw** said he likes the history, but **Bailey** said if we’re leaving it in, it needs to be rewritten. **Chair Carter** agreed that the background okay. **Bailey** said he would give staff some suggestions for consideration.

**Mengelberg** said if we are requiring a master plan, it might be helpful to have some discussion about why. **Chair Carter** agreed and said, in re-reading this, she thinks the references to Blue Heron are kindly incorporated and are not a problem.

Off the subject, **Orzen** asked if there is anything in this document about urban renewal, and **Powell** said it is not specifically addressed. **Orzen** said she thinks it should be discussed somewhere in the Comp Plan, including a process for looking for new areas within the City (years ahead of time) so that when one urban renewal area is finished, we are prepared to work on the next.

**Chair Carter** asked if the Blue Heron is in the Downtown Urban Renewal district. Some thought no, but **City Commissioner Neeley** said he thought it affected the urban renewal budget. **Drentlaw** thought CTAC talked about urban renewal, but **Powell** didn't think anything was incorporated into this document. **Powell** suggested putting an explanation of the Urban Renewal State Law in the appendix, and **Mengelberg** asked if it is an ancillary document. **Drentlaw** suggested that it be addressed in Commerce and Industry, and **Mengelberg** said it could also be mentioned in Public Facilities.

**Chair Carter** said we should also clarify that a new urban renewal district would be under the guidelines of the new Oregon State laws, which have changed. **City Commissioner Neeley** also noted that we cannot levy the citizens. We would have to go to a vote of the people for any money, so it would have to come from the urban renewal district itself.

**Bailey** suggested deleting the three policy items listed on pages K-5 and K-6, saying they are redundant to the existing policies. The conclusion was to delete the entire section entitled "Use Management Considerations and Requirements."

#### **M. Plan Maintenance and Implementation**

##### **Page M-1:**

**Chair Carter** asked if State ordinance requires that the Comp Plan be reviewed every 10 years. **Mengelberg** said Policy M-3 says every 5 years, but she didn't know if that was by State ordinance, nor did **Bailey** know. It was agreed that even if State policy is for 10 years, a review every 5 years is a good policy.

Regarding Policy M-1, **Bailey** asked what " 'Open' the plan" means. **Powell** said this policy says that any element is available to be reviewed every 5 years, as opposed to only reviewing certain sections every 5 years. **Drentlaw** suggested simplifying it to say "Review the plan in each of its elements..." **Bailey** said it could say that the Plan is intended to be amended or updated as changes are required.

**Mengelberg** said Policy M-3 ("Review the Comprehensive Plan every five years for major amendments to the Goals and Policies, Map and implementing ordinances") sounds more like action item.

**Chair Carter** suggested deleting the word "periodically" from the last sentence in the first paragraph on page M-1, and changing Policy M-3 to say we will review the plan every 5 to 7 (or perhaps 5 to 10) years.

**Bailey** noted that the ancillary plans seem to be updated more frequently (every 5-7 years) and until recently, there hasn't been a compelling need to update the Comp Plan.

**Chair Carter** said she thinks we would want to review it before it becomes outdated, but we don't want to make it such a laborious process as we are currently involved in. **Powell** said if we allow ourselves 10 years, by nature we will not do it for 10 years, and **City Commissioner Neeley** agreed that it should not be stated as 10 years. He suggested a maximum of 8 years so that some people might still be on the Council who were involved in the previous process and who could remember the prior discussions and reasons for some of the decisions.

After further discussion of whether this should state minimum and maximum timeframes, whether the term "periodic review" is appropriate, and that staff could always raise issues for consideration when appropriate, it was suggested that it read, "Staff will review the Comp Plan as needed to assure its applicability...." (Confirmed that we are deleting the word "periodically".)

**Bailey** said he thinks any directive statement should be in the policies, and the opening paragraph should not be directive at all. Therefore, he suggested taking the last sentence from the first paragraph and adding it into Policy M-3. **Powell** suggested that it read, "The Planning Commission will review the Comprehensive Plan every five years for major amendments to the Goals and Policies, Map and implementing ordinances, and staff will review the Comprehensive Plan as needed to ensure its applicability to current trends and conformance with state and regional requirements." This, then, would provide both a general statement and a tactical statement. Agreed.

#### **Pages M-2 and M-3:**

No changes.

#### **F. Natural Resources and Natural Hazards.**

**Bailey** distributed copies of his suggested changes to this section (copies of which are available in the public record). He explained that on the first page he had listed existing goals and policies in the left-hand column, and proposed goals and sub-goals in the right column. The next page shows his proposed revised outline for Section F, and the following pages show in complete detail the proposed edits.

**Bailey** said he thought some goals jumped to the policies quickly and that other goals were scattered throughout but could be better addressed if put together. For instance, under the overarching Goal F-1 he talks generally about the need to conserve, restore, protect, etc. Then, under Goal F1.1, instead of "Forest" he talks about trees and tree cover, street trees, greenways, etc. Goal F1.2 becomes its own goal and covers scenic views/sites, and Goal F1.3 has goals and policies for Mineral and Aggregate. Then, instead of calling it "Deficient Wildlife Resources" (which is pretty limited), he proposed the term "Ecological Resources," which includes discussions about fish, wildlife, riparian zones, and unique habitat. In particular, this would include the Canemah area, which is a habitat rather than containing fish and wildlife. Finally, he included Energy Sources in Goal F1.5.

**Bailey** then explained that he combined all the things that are distinctly water related in Goal F-2 – Ground/Surface Water (Overall). This includes Goal F2.1 – Water Quality; Goal F2.2 – Wetlands; Goal F2.3 – Streams; and Goal F2.4 – Groundwater.

The next section is Goal F-3 – Air Quality, with sub-goals Goal F3.1 – Air Quality; Goal F3.2 – Noise; and Goal F3.3 – Light.

Finally, he added a new section, G – Natural Hazards, which includes Goal G-1 – Natural Hazards (overall goal); Goal G-2 – Flooding; Goal G-3 – Geologic Hazards (including sub-goals of landslides inventory, erosion/sedimentation, and unstable soils); and Goal G-4 – Seismic Hazards.

**Chair Carter** suggested that Goal G – Natural Hazards would be separate from Goal F - Natural Resources since the goals and purposes are so different (conservation/protection versus minimizing adverse effects).

**Mengelberg** suggested that a new title for Goal F-3 be "Pollutants" rather than "Air Quality," and **Orzen** suggested perhaps "Environmental Pollutions."

**Chair Carter** said it should probably also be included into Goal G - Natural Hazards. However, **Mengelberg** said the problems listed in F-3 are man-made impacts (not natural), as opposed to natural hazards. **Bailey** agreed with **Mengelberg**, and suggested changing the title of Goal F-3 to "Environmental Quality."

He also noted that flooding, geologic, and seismic hazards are three that are distinctly different from light pollution, air pollution and water. **Drentlaw** added that this clustering is pretty consistent with other plans he has seen.

Moving to the section of full edits, **Chair Carter** suggested that we should be more specific in paragraph 1, line 2, by saying "Our City is blessed with a wealth of natural resources" rather than having the generic phrase, "In a city blessed...." The sentence would then end there and the next section would be a sentence in itself.

When **Bailey** asked **Drentlaw** if we know about the current status of the Goal 5 inventories, **Drentlaw** said Metro says they are okay. He said the riparian wetlands portion is mapped, but he wasn't sure about some of the rest.

**Chair Carter** asked what the word "values" means in Goal F-1, and **Bailey** said it can encompass many different things, not just the natural resources. **Chair Carter** suggested that the lines read, "...and their value to Oregon City...." ("to", not "of".)

**Bailey** said under "Agriculture" he was simply verifying that State law (ORS 97, Planning Goal 3) says that there are no agricultural lands that must be protected within the city limits or UGB.

Regarding Policy F1.1-2 – Trees, **Mengelberg** said this is just requiring street trees and parking lot trees in new development but she said she thinks would should encourage planting in existing neighborhoods.

**Chair Carter** said we must also add some mechanism that disallows denuding properties of all trees and then not developing those properties. **Mengelberg** asked if that could be added to the overall Goal F1.1 **Chair Carter** said perhaps it should be included in Policy F1.2-3 where we specifically prohibit of street trees except by permit. Perhaps the wording should include, "Prohibit the cutting of any trees on undeveloped land," but **Mengelberg** said we must be very careful because that could be too encompassing and restraining. **City Commissioner Neeley** agreed, adding that land could be annexed into the City which potentially could be logged for commercial purposes or something, and he wasn't sure we would want to prevent landowners from the property rights. **Chair Carter** said it seems like the tie-in would be for land that is going to be developed. However, **City Commissioner Neeley** said that is the current process although he agrees that some people cut first, then say they are going to develop.

**Mengelberg** suggested that perhaps they could specify certain trees, such as trees over 50 years old or over a certain height.

**Bailey** said this will already be a tough sell and he wouldn't put it in here. However, if someone feels strongly enough about it, it could be brought to the Council as a separate issue—aside from this Comp Plan revision. However, **Mengelberg** said if we value it, we need to include it in the Comp Plan. **Bailey** argued that a property owner outside the city limits might have property with a lot of trees that he is planning to log, and we probably can't take away that right. **Chair Carter** said she would agree, except if the our Comp Plan and our Environmental Policy say we have a policy that this is not allowed. She agreed that **Mengelberg** might have a good idea that perhaps they could do thinning of inferior trees but mature trees of a certain size or age must be preserved because, she said, the trees are the biggest element in the protection of the environment.

**Bailey** said there are a lot of trees in this city, and **Mengelberg** said perhaps we should define what types of trees are being targeted. However, **City Commissioner Neeley** said each one is a part of a specific eco system and he doesn't think we can separate out one group from another. Also, he said a property owner may have kept or planted trees specifically with plans for logging at a certain time, size, or age.

After further discussion, **Bailey** suggested asking the public for their comments when we take this document out to the public groups and hearings. **Chair Carter** said she thinks the document must be all-inclusive and she asked what West Linn and Lake Oswego do. **Mengelberg** said they charge \$90 for a permit, and **Drentlaw** said Lake Oswego also requires that they notice any cutting, even for one tree, which can be appealed. He said there is certain criteria for obtaining a permit, but once you get the permit, you can cut the tree (unless it is appealed).

**Chair Carter** said she also thinks there is a difference between a homeowner with two or three acres who wants to cut one or two trees, versus an undeveloped parcel where clear cutting would be extensive.

**Mengelberg** suggested using more proactive wording by saying, "Selective tree thinning and preservation of significant trees is encouraged." **Chair Carter** said a subsequent action item would be to do the tree inventory to determine which are significant trees. **Drentlaw** said West Linn actually defines "significant trees" and requires identification of such in the permit application process, and **Powell** concurred that they would need to include a definition.

**Drentlaw** suggested that staff work with Bailey about these ideas, and **City Commissioner Neeley** suggested defining this at the time of annexation (perhaps even by establishing a tree inventory), which is basically when the issue will arise since there is not much, if any, land left within the city limits that this would apply to. Then it would not be a takings issue, but what an applicant is willing to accept or not accept.

**City Commissioner Neeley** agreed that it might be good to develop an action item to "investigate" or "encourage" selective tree thinning and preservation of significant trees, and then develop a supporting ordinance.

**Mengelberg** asked if the ordinance would be an amendment or an ancillary document, and **Drentlaw** said the ordinance would just be a tool for implementation. **Mengelberg** asked if we should create a tree ordinance, and **Powell** said we have one, but we should review and update it.

**Mengelberg** asked if we want to encourage the provision of landscaping in new development, including tree preservation, and perhaps include a discussion of historic or significant trees, or if we can restrict the cutting of trees. **Bailey** suggested we might develop some incentives for developers to protect historic and significant trees.

In trying to decide where such language would be appropriate, **Mengelberg** noted that Policy H-3 on page H-1 of the Energy Conservation policy section alludes to trees in the wording "provide summer shading" and asked if something about this should be included there. It was then noted that Policy H-12 on page H-2 says, "Plant, or require developers to plant, street trees and parking lot trees...." **Mengelberg** also read from page F-5, Action Item F-6, "Implement an aggressive tree and vegetation planting program to help stabilize banks, reduce erosion, and mitigate stream impacts where appropriate."

**Bailey** reiterated that he thinks it belongs in the new Natural Hazards section, and **Chair Carter** agreed, saying that it could still relate to other sections, particularly to requirements for housing developments. She suggested changing Policy F1.1-4 to say, "Establish an Urban Forestry Program and ordinance to provide a

comprehensive, proactive measure, including incentives to protect and enhance the city's tree cover" (inserting the words "and ordinance") as a beginning towards moving forward on this very important topic.

Due to the lateness of the hour, **Drentlaw and Bailey** agreed to work together on the rest of his suggestions for this section and to distribute a more user-friendly copy for review as soon as possible, especially since **Bailey** said he still wanted to do more work on the sections about hazards as well as air, noise, and light. **Chair Carter** agreed, saying that she thought **Bailey** had presented some really good ideas in this section, and she suggested that they could then work further on this after the next regularly scheduled PC worksession (on Jan. 8<sup>th</sup>). (**Orzen** will also give some suggestions to Bailey for consideration.)

**Mengelberg** said she had a little concern about the specific reference to wind power on Policy F1-5.3 and suggested it say "solar power" instead.

**Drentlaw** noted they also still need to discuss the map.

#### **OTHER BUSINESS**

**Drentlaw** said the Wal-Mart application would probably be coming before the PC on Jan 27<sup>th</sup>.

#### **2003 Planning Commission Work Session and Meeting Schedule**

In a review of the schedule for the coming year, **Drentlaw** noted that there will be a special City Commission meeting on Jan. 2<sup>nd</sup> for the swearing in of the new mayor and the new Council.

**Mengelberg** thanked Bailey for all of his good work, insight, and demeanor during the time he has worked on the PC, and wished him well on the City Commission.

#### **ADJOURN**

With no other business, the meeting was adjourned at 9:13 p.m.

---

Linda Carter, Planning Commission  
Chairperson

---

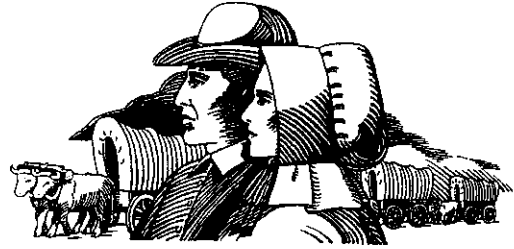
Dan Drentlaw  
Community Development Director

# CITY OF OREGON CITY

## PLANNING COMMISSION

320 WARNER MILNE ROAD  
TEL 657-0891

OREGON CITY, OREGON 97045  
FAX 657-7892



## AGENDA

**\*\*PLEASE NOTE THE FOLLOWING TIME CHANGE\*\***

**\*\*THE JANUARY 13, 2003 PLANNING COMMISSION WORKSESSION WILL  
BE HELD AT 6:00 P.M.\*\***

**City Commission Chambers - City Hall  
January 13, 2003 at 6:00 P.M.**

**\*\*Please Note: Open to discussion only among Commissioners, Comprehensive Plan  
Advisory Committee Members, and Staff.\*\***

### PLANNING COMMISSION WORKSESSION

- 7:00 p.m. 1. **CALL TO ORDER**
- 7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**
- 7:10 p.m. 3. **APPROVAL OF MINUTES:** *December 11, 2002 & December 16, 2002*
- 7:15 p.m. 4. **WORKSESSION:**  
**Comprehensive Plan Review and Discussion**  
*(Dan Drentlaw)*
- 9:00 p.m. 5. **OTHER BUSINESS:**
- 9:05 p.m. 6. **ADJOURN**

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