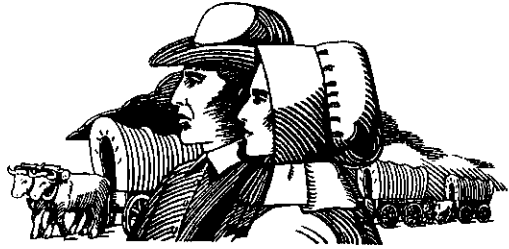


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL (503) 657-0891

OREGON CITY, OREGON 97045
FAX (503) 722-3880



AGENDA

**City Commission Chambers - City Hall
November 14, 2001 at 7:00 P.M.**

**REMINDER: The November 12, 2001 Planning Commission meeting
is cancelled due to the observance of Veterans Day.**

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:** *September 10, 2001 – mailed separately*
- 7:15 p.m. 4. **WORKSESSIONS:**
- A. NEMO Update:** Tony Konkol
 - B. Project: Public Notices:** Maggie Collins
 - C. Cell Tower Ordinance:** Tony Konkol
 - D. Glen Oak Charette:** Maggie Collins
- 8:55 p.m. 5. **OTHER BUSINESS:**
- 9:00 p.m. 6. **ADJOURN**

CITY OF OREGON CITY	
Planning Division	
<input checked="" type="checkbox"/> Notices	
<input type="checkbox"/> Decisions	
30 copies were mailed	
regarding file # <u>PC Wrk. Sec.</u>	
Mailed by	<u>TK</u>
On date	<u>11/7/01</u>
See attached mailing list	

NOTE: HEARING TIME AS NOTED ABOVE IS TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, (503) 657-0891, 48 HOURS PRIOR TO MEETING DATE.

CICC
Marv Smith
1901 Armer Parrott
Oregon City, Oregon 97045

Barclay Hills Nbrhd Assoc.
Larry Jacobson, Chairman
17893 Peter Skene Way
Oregon City, OR 97045

Barclay Hills Nbrhd Assoc.
Elizabeth Klein, Land Use
13569 Jason Lee Drive
Oregon City, OR 97045

Canemah Nbrhd Assoc.
Howard Post, Chairman
302 Blanchard Street
Oregon City, OR 97045

Caufield Nbrhd Assoc.
Cathi VanDamm
15092 S. Persimmon Way
Oregon City, Oregon 97045

Caufield Nbrhd Assoc.
Robert Pouriea, Co-Chairman
14409 S. Cambria Terrace
Oregon City, OR 97045

Caufield Nbrhd Assoc.
Mike Mermelstein
20114 Kimberly Rose Drive
Oregon City, Oregon 97045

Gaffney Lane Nbrhd Assoc.
Shelly Alway., Land Use
13411 Squire Drive
Oregon City, OR 97045

Hazel Grove / Westling Farm N/A
Bill Vickers, Chairman
19384 Hazel Grove Drive
Oregon City, OR 97045

Hazel Grove / Westling Farm N/A
Kathy Hogan
19721 S. Central Point Road
Oregon City, Oregon 97045

Hillendale Nbrhd. Assoc.
Debbie Watkins, Chairman
13290 Clairmont Way
Oregon City, OR 97045

Hillendale Nbrhd. Assoc.
Julie Hollister, Land Use
13304 Clairmont Way
Oregon City, OR 97045

McLoughlin Nbrhd Assoc.
Tim Powell, Co-Chairman
819 6th Street
Oregon City, OR 97045

McLoughlin Nbrhd Assoc.
Rick Winterhalter, Co-Chairman
1215 8th Street
Oregon City, OR 97045

McLoughlin Nbrhd Assoc.
Denyse McGriff, Land Use
815 Washington Street
Oregon City, OR 97045

Meadow Pleasant Nbrhd Assoc.
Andrew Busch, Chairman
508 Division Street
Oregon City, OR 97045

Park Place Nbrhd. Assoc.
Julie Puderbaugh, Chairman
15937 Swan Ave.
Oregon City, OR 97045

Park Place Neighborhood
Ralph and Lois Kiefer
15119 Oyer Drive
Oregon City, Oregon 97045

Rivercrest Nbrhd. Assoc.
Diane McKnight, Chairman
161 Barclay Avenue
Oregon City, OR 97045

Rivercrest Nbrhd. Assoc.
Patti Brown, Land Use
P.O. Box 1222
Oregon City, OR 97045

South End Nbrhd. Assoc.
Katie Weber, Chairman
P.O. Box 515
Oregon City, OR 97045

South End Neighborhood
Lionel Martinez
280 Amanda Ct.
Oregon City, Oregon 97045

Marel Klyne
2626 NE Weidler
Portland, OR 97232

Preston Gates & Ellis
Bill Kabeiseman
222 SW Columbia St, Suite 1400
Portland, Oregon 97201-6632

Planning Commission
Robert Bailey
310 South High St
Oregon City, Or 97045

Planning Commission
Duff Main
15868 South Lora Ct
Oregon City, Oregon 97045

Planning Commission
Laura Surratt
1354 S. Leland Road
Oregon City, Or 97045

Planning Commission
Linda Carter
1145 Molalla Avenue
Oregon City, Or 97045

Planning Commission
Lynda Orzen
14943 Quinalt Ct.
Oregon City, Or 97045

Planning Commission
Renate Mengelberg
2263 South Gilman
Oregon City, Or 97045

CELL TOWER ORDINANCE
DRAFT – 11/7/01

1) 1.1.010 - PURPOSE

The provisions of this chapter are to protect the visual, aesthetic, and historical features of Oregon City, ensure that wireless communications services are located, designed, installed, maintained, and removed in an appropriate manner for the safety, health, and welfare of the citizens of Oregon City, and to provide for planned development consistent with the Oregon City Comprehensive Plan by achieving the following goals:

1. Promote maximum utilization and encourage collocation of new and existing wireless communication antennas to minimize the total number of support structures and towers throughout the City;
2. Encourage careful consideration of topography, greenways, location, and historical significance of the proposed site to ensure development has minimal impacts on the community, views, and historical areas;
3. Encourage the location of support towers and antenna arrays in non-residential areas; and
4. Encourage the use of existing buildings, light or utility poles, or water towers as opposed to construction of new telecommunication towers.

2) 1.1.020 - APPLICABILITY and EXEMPTIONS

- A. Applicability - All wireless communication facilities that are not exempt pursuant to this section shall conform to the standards specified in this chapter.
- B. Exemptions - The following are exempt from the provisions of this chapter and shall be allowed in all zoning districts:
 1. Wireless communication facilities that were legally established prior to the effective date of this ordinance;
 2. Temporary facilities used on the same property for sixty (60) days or less;
 3. Temporary wireless communications facilities of all types that are used solely for emergency communications in the event of a disaster, emergency preparedness, or public health or safety purposes;
 4. Any maintenance or repair of previously approved wireless communications facilities provided that such activity does not increase height, width, or mass of the facility;
 5. Roof-mounted dish antennas used for residential purposes, and VHF and UHF receive-only television antennas, provided they are fifteen (15) feet or less above the existing or proposed roof of the associated residential structures; and
 6. The installation and use of an antenna(s) smaller than one (1) meter in diameter, for use by a private dwelling occupant for personal, utility metering, or private telecommunications purposes.

3) **1.1.030 - DEFINITIONS**

1. Antenna – Any pole, panel, rod, reflection disc or similar device used for the transmission or reception of radio frequency signals, including, but not limited to omnidirectional antenna (whip), directional antenna (panel), micro cell, and parabolic antenna (dish). The antenna does not include the support structure or tower.
2. Attachment – An antenna or other piece of related equipment affixed to a transmission tower, building, light or utility pole, or water tower.
3. Array – The combination of antennas mounted on a support structure or support tower.
4. Auxiliary Support Equipment – All equipment necessary to provide wireless communication signals and data, including but not limited to, electronic processing devices, air conditioning, emergency generators, and cabling interface devices. For the purpose of this chapter, auxiliary equipment shall also include the shelter, cabinets, and other structural facilities used to house and shelter necessary equipment. Auxiliary equipment does not include support towers or structures.
5. Camouflage – The use of technology through which a wireless communications facility (WCF) is designed and constructed to resemble an object that is not a WCF and which is typically present in the environment.
6. Collocation – Use of a common wireless communications support structure or tower for two or more antenna arrays.
7. Federal Aviation Administration (FAA) – The federal regulatory agency responsible for the safety of the nation's air traffic control system, including airspace impacted by wireless communications support structures and towers.
8. Federal Communications Commission (FCC) – The federal regulatory agency charged with regulating interstate and international communications by radio, television, wire, satellite, and cable.
9. Height – When referring to a wireless communications facility, height shall mean the distance measured from the original grade at the base of the support tower or structure to the highest point on the support tower or structure, including the antenna(s) and lightning rod(s).
10. Infrastructure Provider - An applicant whose proposal includes only the construction of new support towers or auxiliary structures to be subsequently utilized by service providers.
11. Micro cell - A wireless communications facility consisting of an antenna that is either: (a) Four (4) feet in height and with an area of not more than five hundred eighty (580) square inches; or (b) if a tubular antenna, no more than four (4) inches in diameter and no more than six (6) feet in length.
12. Monopole - A support tower composed of a single pole used to support one or more antenna(s) or arrays.
13. Radio Frequency (RF) Energy - The energy used by cellular telephones, telecommunications facilities, and other wireless communications devices to transmit and receive voice, video and other data information.
14. Setback – For purposes of this chapter, a setback is the required distance from any structural part of a wireless communication facility (including support wires, support attachments, auxiliary support equipment, and security fencing) to either the property line

of the parent parcel on which the wireless communication facility is located or to the nearest dwelling, depending on location.

15. Support Structure – An existing building or other structure to which an antenna is or will be attached, including, but not limited to, buildings, steeples, water towers, and signs. Support structures do not include support towers or any building or structure used for residential purposes.
16. Support Tower – A structure designed and constructed exclusively to support a wireless communication facility or an antenna array, including monopoles, self-supporting towers, guy-wire support tower, and other similar structures, excluding existing utility poles in any dedicated right-of-way.
17. Temporary Wireless Communication Facility (Temporary WCF) - Any wireless communication facility that is to be placed in use for not more than 60 days, is not deployed in a permanent manner, and does not have a permanent foundation.
18. Utility Pole Placement/Replacement - Placement of antennas or antenna arrays on existing or replaced structures such as utility poles, light standards, and light poles for streets and parking lots.
19. Wireless Communications - Wireless Communications shall mean any personal wireless services as defined by the Federal Telecommunications Act of 1996, including but not limited to cellular, personal communications services (PCS), specialized mobile radio (SMR), enhanced specialized mobile radio (ESMR), paging, and similar FCC licensed commercial wireless telecommunications services that currently exist or that may in the future be developed.
20. Wireless Communications Facility (WCF) - Any unstaffed facility for the transmission and/or reception of radio frequency (RF) signals, which includes, but is not limited to, all auxiliary support equipment, any support tower or structure used to achieve the necessary elevation for the antenna, transmission and reception cabling and devices, and all antenna arrays.

4) 1.1.040 - SITE LOCATION

- A. Facility Location Prioritization – The City’s preferences for WCFs are listed below in descending order, with the highest preference first:
 1. Collocation with legally existing WCFs on support structures or support towers in non-residential zones;
 2. Collocation with legally existing WCFs on support structures or support towers in residential zones;
 3. New attached WCFs on support structures in non-residential zones;
 4. New attached WCFs on support structures in residential zones; and
 5. New support towers in non-residential zones.
- B. New Tower Location Prioritization – The City’s preferences for new support tower locations are listed below in descending order, with the highest preference first:
 1. Heavy Industrial (M-2)
 2. Light Industrial (M-1)

3. Campus Industrial (CI)
4. Tourist Commercial (TC)
5. General Commercial (C)
6. Limited Office (LO)
7. Limited Commercial (LC)
8. Neighborhood Commercial (NC)
9. Central Business District (CBD)
10. Limited Office Commercial (LOC)
11. Historic Commercial (HC)
12. Residential

C. Lease Areas

1. Lease areas for new support towers shall be created in accordance with State, County, and City platting laws.
- 2.

5) 1.1.050 - DEVELOPMENT STANDARDS

No wireless communications facilities may be constructed, modified to increase its height, installed or otherwise located within the City except as provided in this section. Depending on the type and location of the wireless communication facility, the facility shall be subject to Site Plan and Design Review and Administrative Procedures. Proposals requiring Type III review shall require a Conditional Use Review.

- A. Collocation of Additional Antennas on Legally Existing Support Towers – Wireless communication facilities shall be collocated to the greatest extent possible to promote the maximum utilization of existing wireless communication antennas to minimize the total number of support towers throughout the City. To achieve this goal the following requirements shall apply:

1. Carriers who collocate on existing towers shall be allowed to construct or install accessory equipment and shelters as necessary for facility operations. Such development shall be subject to all regulations under the Oregon City Building Code, Engineering Requirements, applicable development standards of the underlying zone, and applicable development standards pursuant to this chapter.

2. PROCESS REVIEW

- a. Modification to an existing Site Plan – Collocation of an additional antenna on an existing support tower for property in all zones shall require a modification to an existing Site Plan.
- b. Site Plan and Design Review – Collocation of an additional antenna on an existing support tower for property in all zones shall require a site plan and design review if a site plan does not exist for the property.

B. Collocation of Additional Antennas on Existing Support Structures - Wireless communication facilities shall be collocated to the greatest extent possible to promote the maximum utilization of existing wireless communication antennas to minimize the total number of support structures throughout the City. An antenna may be collocated on existing buildings, light or utility poles, and water towers. To achieve this goal the following requirements shall apply:

1. Buildings and Water Towers – The placement of antennas or antenna arrays on existing buildings and water towers are encouraged.
 - a. Carriers who collocate additional antennas on a building or water tower shall have a minimum setback of fifteen (15) feet from the edge of the building or water tower and shall not exceed a height of ten (10) feet from the base to the tip of the addition, unless the antenna is less than four (4) inches in diameter, which may not exceed a height of twenty (20) feet from the base to the tip of the addition.
 - b. Carriers who collocate on existing structures shall be allowed to construct or install accessory equipment and shelters as necessary for facility operations. Such development shall be subject to all regulations under the Oregon City Building Code, Engineering Requirements, applicable development standards of the underlying zone, and applicable development standards pursuant to this chapter

2. PROCESS REVIEW

- a. Modification to an existing Site Plan – Collocation on a building or water tower shall require a modification to an existing Site Plan if located on property zoned M-2, M-1, CI, TC, or C provided that the antennas and auxiliary support equipment comply with the standards contained in Section 1.100.
 - b. Site Plan and Design Review – Collocation on a building or water tower shall require a Site Plan and Design Review if a site plan does not exist for the site if located on property zoned M-2, M-1, CI, TC, or C, provided that the antennas and auxiliary support equipment comply with the standards contained in Section 1.100.
 - c. Conditional Use – In all cases other than those listed in subparagraphs (a) and (b), such location and collocation shall require a conditional use permit. No exceptions to the standards contained in section 1.100 shall be permitted except as authorized by subsection (XX) of this section. In no event shall a conditional use permit authorize a tower or antennas to exceed the height limitation for a zoning district as established by this section.
3. Utility Pole, Light Standards, and Light Poles – The placement of antennas or antenna arrays on utility poles, light standards, and light poles is encouraged.

- a. Placement of antennas or antenna arrays on existing structures such as utility poles, light standards, and light poles for street and parking lots is encouraged. Utility poles may be replaced for purposes of adding WCFs. Such replacements shall not be considered new support towers, and parcel size, setback, landscaping, and screening requirements of this chapter shall not apply.
 - i. The existing pole may be replaced with a similar pole not exceeding fifteen (15) additional feet in height. Such increase in height shall only be allowed for the first replacement of the pole.
 - ii. A pole extension may not exceed the diameter of the pole at the mounting point for the antennas.
 - iii. For placement or replacement in public rights-of-way, auxiliary support equipment shall be mounted on the pole or placed underground. No at-grade support equipment in the right-of-way is permitted.
 - iv. Replacements in public rights-of-way are subject to SSSSSSSSS.

4. PROCESS REVIEW

- a. Modification to an existing Site Plan – Collocation on a utility pole, light standard, or light pole shall require a modification to an existing Site Plan if located on property zoned M-2, M-1, CI, TC, or C provided that the antennas and auxiliary support equipment comply with the standards contained in Section 1.100.
- b. Site Plan and Design Review – Collocation on a utility pole, light standard, or light pole shall require a Site Plan and Design Review if a site plan does not exist for the site if located on property zoned M-2, M-1, CI, TC, or C, provided that the antennas and auxiliary support equipment comply with the standards contained in Section 1.100.
- d. Conditional Use – In all cases other than those listed in subparagraphs (a) and (b), such location and collocation shall require a conditional use permit. No exceptions to the standards contained in section 1.100 shall be permitted except as authorized by subsection (XX) of this section. In no event shall a conditional use permit authorize a tower or antennas to exceed the height limitation for a zoning district as established by this section.

C. Support Towers – The following standards shall apply to new support towers or a modification to the height of an existing support tower:

- 1. New support towers and modifications to existing support towers allowed under this ordinance shall be designed to accommodate collocation. The following provisions shall apply:
 - c. All new support towers shall accommodate collocation opportunities for a minimum total of two (2) antenna arrays either outright or through future modification to the tower. A height bonus of up to twenty (20) percent of

- the maximum tower height allowed in XXXX is allowed with one or more additionally proposed antenna arrays if the screening requirements of YYYY are met;
- d. A support tower owner approved under this ordinance shall not deny a wireless provider the ability to collocate on their facility at a fair market rate or at another cost basis agreed to by the affected parties; and
 - e. All new support towers approved under this ordinance shall be designed for, and the owner shall not deny, co-location of public safety communications equipment at fair market value or other cost agreed by the parties in order to mitigate wireless communication interference with public safety communications.
2. The City shall deny an application for a new support tower if the applicant does not demonstrate a good faith effort to collocate on an existing facility. Applicants for new support towers shall demonstrate to the Planning Director that collocation is infeasible by showing that at least one of the following conditions exist:
- a. No existing towers or structures are located within the applicant's projected or planned service area for their facility; or
 - b. Existing towers or structures do not meet minimum structural specifications or cannot be reconfigured to achieve sufficient height for efficient and effective operations; or
 - c. Collocation would cause a non-conformance situation (e.g., exceeding height restrictions); or
 - d. Collocation would result in electronic, electromagnetic, or other radio frequency interference with existing or proposed installations; or
 - e. A reasonable financial arrangement between the applicant and the owner(s) of the existing facilities could not be reached.
3. New support towers shall be a minimum of two thousand (500) feet from all sites listed on the National Register of Historic Places.
4. New support towers within one (1) mile of any public safety building, such as a police or fire station, shall be reviewed by the XXXXXXXXXXXXXXXX for possible interference with public safety communications.
5. Building permits for support towers shall not be issued to infrastructure providers until one or more wireless communications service providers that will use the support tower are identified.
6. Support Towers with guyed wires are not permitted.

7. PROCESS REVIEW

- a. Modification to an existing Site Plan – Construction of a new support tower or a modification to the height of an existing support tower shall require a modification to an existing Site Plan on property zoned M-2, M-1, CI, TC, or C without a residence located on an adjacent parcel.
- b. Site Plan and Design Review – Construction of a new support tower or a modification to the height of an existing support tower shall require a Site Plan and Design Review if a site plan does not exist on a property zoned M-2, M-1, CI, TC, or C without a residence located on an adjacent parcel.

- c. Conditional Use – For properties zoned LO, LC, and NC, as well as properties zoned M-2, M-1, CI, TC, or C with a residence located on an adjacent parcel, a new support tower or the modification to the height of an existing support tower shall require a conditional use permit. No exceptions to the standards contained in section 1.100 shall be permitted except as authorized by subsection (XX) of this section. In no event shall a conditional use permit authorize a tower or antennas to exceed the height limitation for a zoning district as established by Chapter 1 except as provide for in this section.
- d. Prohibited Zoning Districts and Locations – No new support towers shall be permitted in any zoning districts not included in subparagraphs (a) to (c) above nor within 500 feet of the Willamette Greenway Boundary, Canemah Neighborhood, McLoughlin Conservation District, The Oregon Trail-Barlow Road Historic Corridor, or any new National Register Districts.

6) **1.1.060 - DESIGN STANDARDS**

A. Height

- 1. Support Structures – Attached WCFs shall not add more than fifteen (15) feet in height to the support structure (including utility pole replacements) to which they are attached.
- 2. Support Towers – Subject to height bonus allowances in Section 1.1.050(C)(1)(a) and 2(k) below, support tower heights, including all attachments, are limited to the following:
 - a. M-2: 100 ft. max, 150 ft. max (to be determined)
 - b. M-1: 100 ft. max, 150 ft. max (to be determined)
 - c. CI: 100 ft. max, 150 ft. max (to be determined)
 - d. TC: 100 ft. max, 150 ft. max (to be determined)
 - e. C: 100 ft. max, 150 ft. max (to be determined)
 - f. LO: 75 ft. max, 100 ft. max (to be determined)
 - g. LC: 75 ft. max, 100 ft. max (to be determined)
 - h. NC: 75 ft. max, 100 ft. max (to be determined)
 - i. CBD - 0
 - j. LOC - 0
 - k. Tower height may be increased up to twenty (20) percent if eighty (80) percent of the total final proposed tower height is screened.

B. Setback – The following setbacks from adjacent property lines and adjacent streets shall be required unless a variance is granted pursuant to the provisions of subsection 1.1.060(L) of this section:

- 1. Setbacks for the auxiliary support equipment shall be setback from the adjacent property line in accordance with the underlying zoning district, or a minimum of twenty (20) feet, whichever is greater.
- 2. Setbacks for support towers located within a property zoned M-2, M-1, CI, TC, or C without a residence located on an adjacent parcel shall be setback from adjacent property lines in accordance with the underlying zoning district requirements, or a minimum of twenty (20) feet, whichever is greater.

3. Setbacks for support towers not designed to collapse within themselves and located within a property zoned LO, LC, NC, or M-2, M-1, CI, TC, or C with a residence located on an adjacent parcel, the setback from adjacent property lines shall be the minimum number of feet that is equal to the height of the support tower.
 4. Setbacks for support towers designed to collapse within themselves and located within a property zoned LO, LC, NC, or M-2, M-1, CI, TC, or C with a residence located on an adjacent parcel shall be setback from adjacent property lines in accordance with the underlying zoning district requirements, or a minimum of twenty (20) feet, whichever is greater.
- D. Separation between Support Towers – No support towers may be constructed within 2000 feet of any pre-existing support tower. Tower separation shall be measured by following a straight line from the portion of the base of the proposed tower that is closest to the base of any pre-existing tower. For purposes of this paragraph, a tower shall include any support tower for which the City has issued a building permit, or for which an applicant has been filed and not denied. Support towers constructed or approved may be modified to accommodate additional providers consistent with provisions for collocation in this section.
- E. Landscaping and Screening
1. The lease area / facility compound shall be landscaped to effectively screen the view of the base of the support structure, base equipment, and security fence.
 2. All new support tower and associated structures shall be fully enclosed within a minimum six-foot (6) high gated and locked security fence. A minimum 15% of the property will be landscaped; including a five-foot (5) landscape buffer surrounding the enclosure, containing landscape plantings meeting the landscaping requirements of the Site Plan and Design Standards in Chapter XXXX. Fencing and landscaping are not required on any side of the site made up by existing buildings. The required landscaping shall be permanently maintained.
- F. Color – For all new wireless communications facilities and modifications to existing communication facilities, the following criteria shall apply:
1. Unless otherwise required by the FAA, all support towers and antennas shall have a non-glare finish and blend with the natural background.
 2. Attached WCFs shall be of a color that matches the color of the supporting structure to the greatest extent to minimize visual impacts.
- G. Lighting
1. Unless required by the FAA, artificial lighting of wireless communication towers and antennas shall be prohibited.
 2. Strobe lighting is prohibited unless required by the FAA.
 3. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary equipment shall be initiated by motion detecting lighting, the lighting shall be the minimal necessary to secure the site, and shielded to keep direct light within the site boundaries.
- H. Noise - When the property and adjacent properties are zoned for residential uses or occupied by hospitals, schools, libraries, nursing homes, or other similar uses, noise-generating equipment shall be sound buffered by means of baffling, barriers, or other suitable means to reduce sound level measured at the property line to 45dBa. The

applicant shall provide information detailing the expected noise level and any proposed devices or other mitigation measures to minimize impacts. Generators may be operated only for emergency purposes.

- I. Signage - Support towers and antenna(s) shall not be used for signage, symbols, flags, banners, or other devices or objects attached to or painted on any portion of a WCF. Any emergency information, public safety warnings, or additional signage required by a governmental agency shall be displayed in an appropriate manner.
- J. Access Drives
 - 1. On a site with an existing use, access shall be achieved through use of the existing drives to the greatest extent possible.
 - 2. Lease area / facility compound shall be serviced by an access drive adequate to ensure fire protection of the site.
- K. Informing the City - All service providers with facilities within the City of Oregon City shall be required to report in writing to the Planning Director any changes in the status of their operation.
 - 1. An annual written statement shall be filed with the Planning Director verifying continued use of each of their facilities in the City's jurisdiction as well as continued compliance with all state and federal agency regulations.
 - 2. The report shall include any of the following changes:
 - a. Changes in or loss of FCC license from the FCC to operate;
 - b. Receipt of notice of failure to comply with the regulations of any other authority over the business or facility;
 - c. Change in ownership of the company that owns WCF or provides telecommunications services; or
 - d. Loss or termination of lease with the telecommunications facility for a period of six (6) months or longer.
- L. Variances - Any applicant may request a variance from the standards of this chapter. Requests for variance shall be made in accordance with the procedures and criteria specified in Chapter 17.XX, Variances, of the Oregon City Municipal Code. In addition to Chapter 17.XX, Variances, the applicant shall demonstrate the following:
 - 1. Strict adherence to the provisions of this Chapter will result in the inability of the applicant to provide adequate WCF services.

7) **1.1.070 - PERMIT PROCESS**

8) **1.1.080 - TEMPORARY FACILITIES**

In order to facilitate continuity of services during maintenance or repair of existing installations, or prior to completion of construction of a new WCF, temporary wireless communication facilities shall be allowed subject to a Type I administrative review. Temporary WCFs shall not be in use in excess of six (6) month period. Temporary WCFs shall not have a permanent foundation, and shall be removed within thirty (30) days of suspension of service they provide.

9) **1.1.090 - REMOVAL FOR DISCONTINUANCE OF SERVICE**

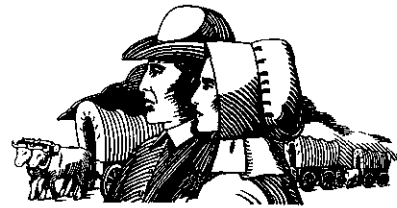
WCFs that have not provided service for 180 days shall be removed, and the site re-vegetated, unless an application is pending for the service provision. Permits for new towers shall contain a provision requiring written notice to the Planning Division of any discontinuance of service that exceeds 90 consecutive days.

CITY OF OREGON CITY

COMMUNITY DEVELOPMENT

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



MEMO

TO: Planning Commission

DATE: November 9, 2001

FROM: Maggie Collins

RE: Minutes From The September 10, 2001 Meeting

As promised, enclosed are the minutes from the September 10, 2001 meeting for your review.

**CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
September 10, 2001**

COMMISSIONERS PRESENT

Chairperson Carter
Commissioner Bailey
Commissioner Main
Commissioner Mengelberg
Commissioner Orzen
Commissioner Surratt

STAFF PRESENT

Maggie Collins, Planning Manager
Marel Kalyn, Recording Secretary
Nancy Kraushaar, City Engineer
Sharon Zimmerman, Associate Engineer

1. CALL TO ORDER

Chairperson Carter called the meeting to order.

2. PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA: None.

3. APPROVAL OF MINUTES: Minutes not yet available.

4. PUBLIC HEARINGS

Chairperson Carter reviewed the public hearing process and stated the time limitations for the speakers in the public hearing. **Chairperson Carter** asked if any Commissioner had visited the sites or had a conflict of interest. None had and there were no conflicts reported.

OPEN OF PUBLIC HEARING

L 01-01 (Legislative): City of Oregon City/Adoption of the Molalla Avenue Corridor Safety and Enhancement Plan as an Ancillary Document to the Oregon City Comprehensive Plan.

Chairperson Carter opened the public hearing on File L 01-01. She stated that the applicant is the City of Oregon City, and the request is to review and make a recommendation on the Corridor Safety and Enhancement Plan for Molalla Avenue between 7th Street and Highway 213.

Chairperson Carter stated that she had heard a presentation sponsored by the Chamber of Commerce from **Ms. Kraushaar**, the last Friday of last month, and that information was presented to the Chamber. She also said that someone called asking whether or not the Chamber was going to take a position on this application. She responded that to her knowledge, as Chair of the Government and Public Affairs Committee, the Chamber is not taking a position. She stated that the Chamber has done what they could to educate the business citizens with a prior presentation. She stated that she has no bias or conflicts in tonight's public hearing process.

STAFF REPORT

Maggie Collins presented the Staff Report for Public Hearing for File L 01-01. She stated Staff recommends the Planning Commission approve, by passage of a motion, the applicant's request for adoption of this proposed Plan by resolution, not ordinance.

Ms. Collins cited the history leading up to the Plan resulting in Planning Commission's positive recommendation action on the Molalla Avenue Bikeway and Boulevard Improvements Plan, which was adopted by the City Commission as an Ancillary Document to the Oregon City Comprehensive Plan, effective April 20, 2001.

Ms. Collins made a correction in the Staff Report. In the second paragraph, it should say Ancillary Document to the Comprehensive Plan "effective April 20, 2001."

Ms. Collins cited the instructions in the adopted Improvements Plan for the Molalla Avenue Corridor as follow-up to develop a guide with products addressing safety and circulation issues on Molalla Avenue. She noted that the result of that work is the Corridor Safety and Enhancement Plan, which is under review tonight.

Ms. Collins summarized the purpose and major points of the Plan as follows:

- To provide safe intersections
- To provide safety for pedestrians, bicyclists and the handicapped
- To help businesses in the redevelopment stage to project more efficient internal circulation on their sites, which will help the general movement of traffic on and off Molalla Avenue
- To allow new development or redevelopment to acquire more efficient off-site parking and circulation
- To assist the City in making intersection improvements and achieve fewer conflicts at intersections between cars and pedestrians
- To encourage multi-modal flow, i.e., safe access in and out of specific sites and intersections for cars, pedestrians, and bicyclists

She stated that the Staff recommendation for approval is based on the fact that this Plan provides specific guidance over time for improvements to vehicular and pedestrian safety

along the Molalla Avenue Corridor, and that this Plan complies with previously adopted Comprehensive Plan and Ancillary Plan goals. She added that this Plan complies with Citizen Participation, Commerce and Industry, and Transportation goals within the City Comprehensive Plan.

Nancy Kraushaar summarized what was presented in a worksession with the Planning Commission:

- Molalla Avenue is an arterial and a heavy traffic carrier through Oregon City.
- Molalla Avenue is a transit route with Tri-Met providing the most frequent service between downtown and Clackamas Community College.
- Molalla Avenue is non-compliant with ADA improvements on sidewalks. Many don't have wheelchair ramps, sidewalks are very narrow, utility poles are in middle of sidewalks, no clearance for disabled.
- Molalla Avenue has no bike lanes in spite of being identified in Metro Plans as a multi-modal facility.
- Molalla Avenue is a Metro 2040 Corridor intended to be a regional bike route and major pedestrian route.
- Molalla Avenue carries lots of cars.

Ms. Krauschaar said that via the Transportation Planning System Plan adoption process, Staff learned from community about:

- The importance of enhancing corridor in terms of aesthetics and eliminating speeding on Molalla Avenue.
- The high accident rate on Molalla Avenue from rear-end collisions.
- The many conflicting intersections along Molalla Avenue where two side streets don't align, making apparent the need to deal with safety and mobility issues on Molalla Avenue.
- The importance of having an exclusive left-turn lane to facilitate access into businesses.
- The need to reduce too many access points on Molalla Avenue.
- The existing configuration of access points doesn't provide efficient environment for safety, mobility and accessibility.

Ms. Kraushaar stated that Goals set were:

- To manage the current location and operation of both public and private access approaches to minimize turning movement conflicts between access points, bikes, pedestrians, and vehicles.
- To place future access points where they limit potential conflicting turn movements.
- To reduce weaving maneuvers on road.
- To balance property accessibility with roadway mobility.
- To make sure you can get into the businesses on Molalla Avenue, because it's zoned commercial.

The overall goal is to both gain access to the land uses that line the Corridor and also to make the use of Molalla Avenue as efficient as possible.

The strategy is to minimize conflict points especially unused or redundant access points; preserve roadway capacity; and maintain accessibility to land-use.

The Plan therefore proposes:

- Land use applications for redevelopment
- Identification of redundant accesses
- Realignment of accesses
- Addition of median treatments for beautification of roadway
- Attempt to have entire system circulate more efficiently.

Sharon Zimmerman explained that as a result of the work sessions some access points had already been voluntarily closed.

Nancy Kraushaar stated when going from four to two lanes, it would be important to keep improvements within the right-of-way, due to the fact that Molalla Avenue is a somewhat narrow road. She pointed out that a major issue when considering widening Molalla Avenue to a 5-lane facility is loss of 10 to 12 feet of right-of-way on both sides. Property owners did not find this an attractive trade-off in terms of redevelopment. For that reason, the City adopted the next capital improvement for Molalla Avenue to be an improved 3-lane configuration.

Commissioner Mengelberg asked if the implementation of the first project involves sidewalk improvements? **Ms. Kraushaar** responded in the affirmative. **Commissioner Mengelberg** asked if the City was implementing reduced curb cuts and closing driveways with this first project? **Ms. Kraushaar** answered where possible, yes. She said the Phase 1 Construction design involves working with property owners to eliminate redundant driveways, to provide more parking spaces, and improve circulation onsite. It includes the realignment of the Pearl Street/Molalla Intersection to improve intersection operation. As redevelopment occurs, she said they would continue to use this Corridor Safety and Enhancement Plan as a tool.

Chairperson Carter called for public testimony.

TESTIMONY IN FAVOR:

Fred Rathbone, 1470 SW Willowbrook, Gresham, asked a question to the City. He stated that should you proceed with this process to improve the turnouts, and you remove driveways, are you sufficiently committed to the project and willing to condemn property if necessary to make it happen? He stated project representatives had contacted him and that he is in accord as long as we understand what will actually enhance traffic movement

and safety. He stated that he was not opposed to that. He asked for clarification about his technical question?

Chairperson Carter stated that at the end of the public testimony process, the Commissioners will deliberate, and at that point, questions would be answered.

TESTIMONY NEITHER PRO NOR CON

Howard South, 4542 SE Glen Echo Avenue, Milwaukie, OR 97267. Mr. South explained he was here on behalf of a friend, whom had neither been able to attend nor had seen the plans. He stated his basic question was, is there some place to view this plan to see how she will be affected?

Nancy Kraushaar stated that they could call Sharon Zimmerman, Project Manager, at 657-0891, who would get a copy of the Plan to them, and could discuss the property. Availability of the Plan at the City Hall front counter for inspection all week was mentioned.

Chairperson Carter said the City wants residents and business people to have the opportunity to become informed and to get answers to questions. She then called Neal McMahon, who stated he had nothing to say at this time.

TESTIMONY IN OPPOSITION

Eldon Clark, 13445 Gaffney Lane, Oregon City. Mr. Clark stated he had a couple of business properties on Molalla Avenue and that his concern was reducing two lanes to one lane on Molalla Avenue. He cited the lane narrowing at Clairmont. He said he didn't see how Molalla Avenue with left turn capacity when it is a solid mass of cars, there's no place to turn, and everything is backed up.

Kari Kearns, Business Address, 1153 Molalla Avenue. Ms. Kearns stated she has an accountant business in Oregon City and lives in West Linn. She gave testimony against the plan based on the following concerns:

- Bike riding on Molalla Avenue is not feasible because Molalla Avenue is too steep and there is too much vehicle exhaust to ride a bicycle safely.
- Emergency Vehicle Access. Will vehicle travel be able to access all of the locations on Molalla Avenue, including a number of assisted living residences?
- Traffic. Where will traffic go, if Molalla Avenue is reduced to one lane? She expressed fear that traffic will be diverted onto neighborhood streets and past school locations.
- Based on an accident she had had, having to use a wheel chair and crutches over a long period of time, she said that it is not physically possible for anyone in a wheel chair or on crutches to go up and down Molalla Avenue on the lower level.

- She said people in the Chamber of Commerce with businesses on Molalla Avenue had told her they did not know this meeting was taking place, and that the Executive Director of the Chamber of Commerce had asked her to come tonight and request that the Planning Commission postpone decision until the members of the Chamber of Commerce could look at the drawings, discuss the Plan, and decide what their position would be.

Ms. Kearns mentioned that she was also here representing a friend, Carolyn Miller, whose family owned a gas station on Molalla Avenue. She said Ms. Miller was very upset because the City already took part of her family property to widen Molalla Avenue into the 2 lanes each direction. She said Ms. Miller asked why they were going to put bike paths and trees down the middle of the road when that is essentially the right-of-way away to begin with? **Ms. Kearns** asked who identified this specific spot and decided to spend \$8 million dollars on improving it? She closed by saying that she does not believe that this Plan makes sense.

A lady from the audience asked whether or not the Chamber of Commerce would be allowed to testify as requested by Ms. Kearns. **Chairperson Carter** responded they would deliberate and decide this after the testimony portion of the hearing.

Ken Mitchell, 1001 Molalla Avenue, Suite 202 Oregon City. Mr. Mitchell stated he lives in West Linn, has practiced in the Oregon City area for over 30 years, was on the City Commission for 2 years, and was the Mayor in 1987-1988. He gave testimony opposed voicing the following concerns:

- That it is simply impossible, until Division Street, to make a right hand turn to get off Molalla Avenue grid and travel to McLaughlin Blvd or over to West Linn.
- That (based on reading the entire report) Oregon City will have 70% additional traffic by year 2022 and that the Molalla Avenue Plan will fail before that time.
- That the Plan will actually create more traffic with one lane each way.
- That one cannot get around buses stopped to load and unload passengers.
- That the current redevelopment potential will be undermined.
- That the Molalla Avenue Bikeway and Boulevard Improvements Plan is biased in favor of turning Molalla Avenue into a "main street."
- That to try to shove 35,000 cars through a downtown-type "main street" on a daily basis in the next 20 years is not going to happen.

Steve White, who stated that he lives on the outskirts of Oregon City on Henrici Road and has worked at the WB Food Market for 44 years, an operation that has been in the family for 57 years. **Mr. White** opposes the Plan because it is unsafe to take the traffic that's now on Molalla and put it into half as many lanes; and if WB Food Market is re-aligned to Pearl Street, either WB or the lumberyard would have to go. He stated that he is very opposed to the Corridor Improvement Plan and he did not see how it could work

without major problems, as devaluing property. **Mr. White** stated that he agreed with all Ken Mitchell stated.

Chairperson Carter stated that the City has not decided on the Pearl St. alignment yet; and that the City tries hard to get the information out to everyone. She stated that the City takes the public hearing process seriously and that the City listens. She pointed out that citizens are being heard in this process.

Paul Blanchard, 18839 Oak Tree Avenue, Oregon City, current business at 1161 Molalla Avenue. Mr. Blanchard stated that he agreed with Kari Kearns and Ken Mitchell; he stated that this Plan is unacceptable.

Cathy Holland, 914 Molalla Avenue. Ms. Holland explained that she has an insurance agency one business building off the corner of Holmes and Molalla Avenue. Ms. Holland stated she is opposed for the following reason: Not enough studies have been conducted that show reducing the present lanes down to single lanes on Molalla Avenue would attract people to come here to live and do business. She said she would like to have the City present to the business and property owners on Molalla Avenue a feasibility study that shows there will be progress by going from two lanes down to one. She stated that statements were made that there were excessive accidents on Molalla Avenue, but with no numbers to back that up; and that a comparison was made between Molalla Avenue and McLaughlin Blvd due to all the outlets to various businesses, but that safety and caution are also drivers' responsibility. She stated that the reduction of two lanes into a single lane in light of present congestion and current rate of growth (i.e., the new High School) will generate more business; but there is no mention of the business community in the report; only aesthetics, bicyclists, and pedestrians.

Greg Niedermeyer, 4702 SW Scholls Ferry Rd, #281, Portland, Oregon. Mr. Niedermeyer stated that he is trustee for the property that lies between Dales Auto Wrecking on Molalla Avenue and Beavercreek Road. He stated opposition as follows: He is speaking of shrinkage of traffic flow in an area where there is expanding traffic flow is an action which works against improving the City. He stated that there had been unsuccessful attempts to entice a major retailer to acquire Dale's Auto Wrecking. He described undesirable pedestrian traffic at Dale's, in the form of felons with outstanding warrants camping on the property, requiring police to remove cars with "For Sale" signs parked on the property, and requiring 24-hour tow notices.

Neal McMahon, 1170 Molalla Avenue. Mr. McMahon stated he was a chiropractor. His concern is how traffic affects his business, especially on Friday afternoons, when there are a lot of cancellations then because of the traffic; and also around the holidays, when he tells his staff to book light, because people cannot get to his office. **Mr. McMahon** said that he wants to see improvements and is not against the project, but is very concerned about traffic.

Chairperson Carter asked Ms. Kraushaar to address technical issues. **Nancy Kraushaar** said concerns have been voiced about traffic, shared accesses, condemnations, and how hard City staff would push recommendations in the Enhancement Plan? She said the City does not want to make enemies of the property owners, but wants to reach cooperative solutions, where the business and property owners see benefits in trading access locations and driveways. The exception to that would be where there has been a safety issue or a high accident rate. If we found from a capacity level of service or safety standpoint that it was in the best interest of the public to remove an access, Staff would recommend that. Other contributing factors would be how the City Commission would vote at the time and how important the access removal was for the benefit of the property owner and the public.

Ms. Kraushaar said she wanted to clarify that the Molalla Avenue Bike and Boulevard Plan had been adopted last spring as an Ancillary Document to the Comprehensive Plan. She said it essentially recommends a 3-lane section between 7th St and Warner Milne Road; a 5-lane section between Warner Milne Road, and Beavercreek Road; and 3 lanes between Warner Milne Road. and Hwy 213. Its purpose is to make the corridor work as efficiently as possible. To help the Molalla Avenue Bike and Boulevard Plan achieve that purpose, we also have the Corridor Safety and Enhancement Plan, being discussed here tonight, and which also has as its goal to make the corridor work more efficiently in terms of the conflicting points and circulation.

Another concern was about the emergency vehicle access. **Ms. Kraushaar** said that both Police and Fire Departments have reviewed the plan. Where there are medians, there are also mountable curbs, so fire trucks and police cars can get across. Many medians will not be landscaped to avoid limiting cross traffic. Any emergency vehicle or bus can use the center lane to go around traffic. Landscaped medians have been positioned so they don't conflict with bus stops. Where there are no medians, but just a center turn lane, the vehicles behind can go around the bus.

Ms. Kraushaar said that 300 notices had been sent to property owners. She pointed out that the business owner is often different from the property owner and that may be why some business owners have not received notification. She also stated that the City doesn't have a database of business owners.

Keri Kearns asked if they didn't have the Business License list?

Nancy Kraushaar answered that the City's GIS mapping system relates to property owners. She said that The Molalla Avenue Bikeway and Boulevard Improvements Plan went through a lengthy public involvement process with several workshops and public hearings. In the future, if any property owners are affected by access modification, there will be one-on-one discussions. She stated that letters have been sent out for the existing Phase 1 Construction Project where there was a need to do some access modifications.

These were sent out twice as there was no response the first time, which demonstrates our effort to get the word out.

Responding to a comment that by 2022 these improvements will fail, **Ms. Kraushaar** said that when the City prepared the Transportation System Plan, they did a transportation model for 20 years out, which showed almost every intersection in town failing, plus all the arterials and minor arterials including Linn Avenue and South End Road. She stated she is not sure if there is a simple solution, but one solution is to make the roads operate more efficiently and to encourage multi-modal transportation.

Ms. Kraushaar responded to an individual who was concerned about the alignment of Pearl Street, that businesses would have to be condemned. She said that preliminary engineering on that intersection determined that just a small corner of the parking lot of the lumberyard would be impacted by realignment.

In terms of pedestrian mobility, we heard from some neighborhoods during development of the Plan that it is very difficult for pedestrians to cross Molalla Avenue. The 3-lane section with improved pedestrian crossings will facilitate safe pedestrian crossing.

Regarding any concerns about the LID for Molalla-Beavercreek Road: That LID will not be changed. Those improvements were made along the sections where the construction occurred at that intersection. The first phase of construction for the Molalla Avenue Improvement Plan will not involve any kind of LID, because the project will be financed by public funds.

Commissioner Main enquired if money for the Pearl Street project was being diverted from improvements to the Hwy 213/Beaver Creek Road intersection. **Nancy Kraushaar** responded that in Oregon City the policy has been fairly consistent to spend most of the City dollars on arterials, although there are some situations where the City gets grants to do sidewalks (such as in Park Place). There are also different projects where you can only spend money from certain pots. For example, enhanced sidewalks come out of system development charges; the Hwy/213 Beaver Creek Project is being funded with Urban Renewal money and Federal Highway money.

Part of the Molalla Avenue project will be replacing a water line and repaving that section. System development charges can also be used on Molalla Avenue. Future improvements might be made as development reoccurs along Molalla Avenue. The City has applied for some more federal money to use on Molalla Avenue for Phase 2 Construction.

Nancy Kraushaar further pointed out that as part of the adoption of the Molalla Avenue Bikeway and Boulevard Improvements Plan, we had two or three public workshops here at City Hall. We went to the Citizen Involvement Committee, whose members in turn took information to the neighborhood associations, and we actually attended the

neighborhood association meeting for the one that surrounds Molalla Avenue. We held worksessions; we had two public hearings in front of the Planning Commission. We had a worksession and two public hearings at the City Commission level. Throughout the process we continued to talk about how one of the outcomes would be to develop this Corridor Safety and Enhancement Plan so we can try to make Molalla Avenue work as efficiently as possible. **Commissioner Main** asked about the mail notification process. **Ms. Kraushaar** stated that she believed notice was mailed to within a 500-foot radius from Molalla Avenue, running from Highway 213 all the way up to Division. We tried to encompass as many people as possible and those were the property owners.

Commissioner Main asked if the City has a database of business owners in Oregon City. **Maggie Collins** stated that it is generally held in land use case law that a property owner is responsible for informing tenants, and people to whom they might be leasing, of possible changes to the property. Sometimes that is the reason some non-property owners do not know about proposals. This particular notice, announced tonight's public hearing and two public hearings in front of the City Commission on October 3rd and October 17th.

Commissioner Surratt asked if traffic would be increased or reduced by going from 4 lanes to 3 lanes either by percentage or estimate. **Ms. Kraushaar** responded that the traffic volumes won't change. She stated that she could not give a percentage at this point. The future, however, is of a steady stream of traffic, all the way up to Warner Milne Road, where there is a very large capacity intersection, because of the coming together of Beavercreek and Warner Milne Roads at Molalla Avenue. We have identified the need to have five lanes there, because of so much traffic coming together, and needing to make those turns. South of Warner Milne Road, again, it goes down to three lanes.

Commissioner Mengelberg stated that if there is going to be a steady stream of traffic, how would that be handled? **Nancy Kraushaar** responded that we do have signals that will be timed so if you're going up or down Molalla Avenue, a traveler will not be stopping at every single signal. Again, to let traffic flow, there would be a center-lane refuge, where there's not a landscaped median. Some pedestrian crossings will be signed, and motorists will be expected to stop if a pedestrian is present. We would have a pedestrian refuge in the center turn lane, so that the pedestrian would not need to make it all the way across Molalla. They'll make it across one lane, look, and then cross the other lane.

Commissioner Bailey asked if dollars associated with this project or with the plan approaches \$8 million. **Nancy Kraushaar** stated that if one does the improvements between Hwy 213 and Division, i.e., all the sidewalk and signal improvements, including replacements of utilities, water and sewer lines, and storm drains, it would cost \$8 million.

Commissioner Orzen asked about the reason for improvements for ADA access and bike lanes. **Nancy Kraushaar** stated that the Transportation Planning Rule for the State of Oregon requires that arterials have bike lanes on them. The Oregon City Transportation System Plan, a local plan based on requirements of the State of Oregon, also states that arterials will have bicycle lanes. The ADA accessibility is something that is required by the State of Oregon. Eventually, all public facilities need to be accessible to disabled citizens.

Commissioner Mengelberg asked for examples from around the region where other jurisdictions tried a similar adjustment. **Nancy Kraushaar** stated that Lower Boones Ferry Road between I-5 and Lake Grove is a four-lane section that has gone to three lanes with some landscaped medians. The land use along it is slightly different than the land use along Molalla Avenue. Many businesses are right up against the sidewalk. Some of the businesses in that area are set back with parking lots. But it's a similar cross section transition.

Commissioner Bailey asked if there were intersections that the City will have problems with in the next 5 or 10 years? **Nancy Kraushaar** confirmed Barclay Hills Drive and Holmes-Hilda. She stated that she would need to review the TSP, before giving a definitive list.

Commissioner Bailey asked if wider sidewalks or medians allow for a bus turnout. **Nancy Kraushaar** stated that the City will look at bus turnouts with redevelopment. What the City does not want to do with public projects is to start doing a lot of right-of-way acquisition. As redevelopment occurs, that will be a better opportunity for changing site configurations, and requesting extra lanes because of a need for a bus turnout. Tri-Met does not look very favorably on bus turnouts, because the bus gets stuck and can't get back into traffic. And we have tried to locate the medians where a car cannot actually go around a bus comfortably. In some sections the center lane will allow cars to go around buses.

Commissioner Bailey stated that on page 55 where it talks phase build-out from Hwy 213 to Division Street, as being \$8 million dollars over the entire length of the street. This is not the first phase project that the City is undertaking, is it? **Nancy Kraushaar** responded that he was correct. **Commissioner Bailey** asked about this first phase. **Nancy Kraushaar** stated that the first project is 1.9 million dollars between Pearl and Mountain View. That includes two water line replacements, sewer line work, replacing and widening the sidewalks, removing the utility poles behind the sidewalks, and reconstruction where the pavement has failed on Molalla Avenue. It also includes: re-striping the entire length in between; realigning Pearl Street intersection, installing new signals and upgrading existing signals between Holmes, Hilda, and Pearl.

Commissioner Bailey stated that even if there were none of the changes that would be anticipated by this project and one simply replaced water and utility lines, or relocated

utilities, there would be a sizeable cost. **Nancy Kraushaar** responded in the affirmative. She added that you wouldn't be getting the landscaping, and we wouldn't do wider sidewalks. Maybe we would get the utility poles moved behind the sidewalk. For PGE to move a pole, there has to be a project. Part of the project is to figure how to get utility poles moved, unless you want to pay to have them moved.

Maggie Collins stated in response to the comment made that the Corridor Safety and Enhancement Plan was biased in favor of making change, and that somehow Molalla Avenue is conceived of as a main street, that she wanted to read one paragraph out of the Master Plan that describes the existing situation on Molalla Corridor in terms of access:

"Under existing conditions, the access configuration along the Molalla Avenue Corridor consists of a proliferation of unevenly spaced driveway approaches. This is the result of piecemeal development patterns in the absence of any corridor or overall access enhancement and efficiency plan for the facility. The large number of varying access approaches in conjunction with growing traffic volumes along the corridor impact the overall mobility and operational safety of Molalla Avenue, making access to-and-from facilities and adjacent land-uses difficult, reducing the potential roadway capacity and impeding operations of traffic through the Corridor. Consequently, motorists are faced with a high potential for encountering conflicting turning vehicles. The frequent, poorly delineated and inconsistent access spacing along the Corridor also provides increased opportunity for conflicts with pedestrians and bicyclists."

Kari Kearns responded that "main street" environment is mentioned on page 4, paragraph 1, on page 35, paragraph 3, and throughout the whole thing. This plan says the City wants to turn Molalla Avenue into a main street environment.

Chairperson Carter said the Planning Commission has to weigh all the pros and cons, and come up with recommendations that will be in the best interest of the City. To do this required the hiring of expert consultants to help identify problems and then determine the best way to correct those problems. Some problems identified included Oregon City's high traffic accident rate and need for enhanced police and fire protection. Chairperson Carter pointed to the City's visioning process last year, which identified Oregon City as a "quaint," historic, and physically constrained City with one desired outcome being that Oregon City should not widen its roads, should slow traffic down, and should maintain the historic image of the City.

Commissioner Bailey asked City staff if there was a specific reason for the October 3rd public hearing at the City Commission. **Maggie Collins** stated that the City Commission hearing dates would be honored, since 300 plus notices have been sent out for those hearings. **Commissioner Bailey** asked, since there are others who were not able to be here tonight, if there could be an extra informational/educational workshop session to talk about the options.

Chairperson Carter allowed discussion from the audience.

Kari Kearns stated that nobody knew about the meeting tonight or was even aware of the adoption of the Comprehensive Plan. **Chairperson Carter** said there had been many workshops with large crowds. **Commissioner Bailey** said there were articles in the newspaper. **Chairperson Carter** added that in addition to the articles in the newspaper, the Chamber of Commerce presented information and that the public meetings were announced. She noted that the citizenry also needs to take responsibility for keeping informed.

Audience questions included emergency vehicles and passing buses on a reduced-land Molalla Avenue.

Chairperson Carter stated that both the Molalla Avenue Bikeway and Boulevard Improvements Plan and the Molalla Avenue Corridor Plan work for compliance with State and Metro requirements for a regional center with a major arterial; multi-modal transportation, i.e., cars, buses, bicycles, pedestrians and handicapped to be accommodated; and that any alternative to widen Molalla Avenue to five lanes, condemning property, would go against the recommendations of the City's visioning process.

Chairperson Carter suggested staff's recommendation of Monday, September 17th for an educational/information workshop for audience members with a notice of reminder to affected parties along Molalla Avenue. **Nancy Kraushaar** confirmed that a transportation consultant would be present.

Commissioner Surratt brought up City's Transportation System Plan. She stated that it had helped her to better understand where new roads are proposed, where overpasses might be built, and how the City will be improved in its transportation infrastructure as a whole.

Chairperson Carter asked the audience to think about the following questions for the upcoming educational workshop:

- Are you willing to put your trust in the experts who have been paid to come up with the Plan?
- What would your solution be?
- How would you improve Molalla Avenue?
- How would you make the corridor safe?
- What would you do with the needs of bicyclists and pedestrians?

With regard to traffic to the south of Oregon City, outside the Urban Growth Boundary, she asked what alternatives the City has to control this additional traffic?

Maggie Collins said two motions were in order, one for a continuation of the file L01-01 to September 24, 2001; and a second motion to direct the Staff to develop an

information/education workshop, which would be open to the public on September 17, 2001.

CLOSE OF PUBLIC HEARING

Chairperson Carter announced that the public hearing was closed. She asked for a motion on a continuation of File No. L01-01 to Monday, September 24, 2001.

Commissioner Bailey so moved. **Commissioners Main** seconded the motion.

Ayes: Bailey, Surratt, Orzen, Main, Mengelberg, Carter. Nays: None.

Commissioner Bailey made a motion to have an informational/educational public workshop on Monday, September 17, 2001, at 7 p.m. in this room. The subject of this workshop will be File No. L01-01, adoption of the Molalla Avenue Corridor Safety and Enhancement Plan. **Commissioner Main** seconded the motion.

Ayes: Surratt, Bailey, Orzen, Main, Mengelberg, Carter. Nays: None.

Commissioner Bailey stated that with his eight months on this commission and past experience with planning and zoning staffs over many years, that he could testify that it was one of the best professional staffs anywhere in the State of Oregon, and that they will do the best they can for you and with you next week.

5. OLD BUSINESS

Ms. Collins stated that the findings on the Commission's decision at the last hearing for VR 99-07 would be ready for the September 24th Planning Commission Meeting.

6. NEW BUSINESS

Ms. Collins requested that the regularly scheduled September 12th worksession be cancelled, due to the added workshop on September 17. The Planning Commissioners agreed.

7. ADJOURN

All Commissioners agreed to adjourn.

Linda Carter, Chairperson
Vol2H/Wd/Maggie/PCmin/OCPC Minutes10-10-01

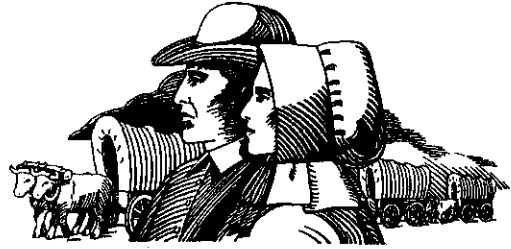
Maggie Collins, Planning Manager

CITY OF OREGON CITY

PLANNING COMMISSION

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OREGON CITY, OREGON 97045
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AGENDA

City Commission Chambers - City Hall

November 26, 2001 at 7:00 P.M.

**The November 26, 2001 Planning Commission meeting
is cancelled.**

**The next scheduled Planning Commission meeting will
be held on Monday, December 10, 2001.**

NOTE: HEARING TIME AS NOTED ABOVE IS TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, (503) 657-0891, 48 HOURS PRIOR TO MEETING DATE.

CICC ✓

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Warner Parrott
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Andrew Busch, Chairman ✓
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Oregon City, OR 97045

South End Neighborhood

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280 Amanda Ct.
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Planning Commission

Robert Bailey ✓
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Planning Commission

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