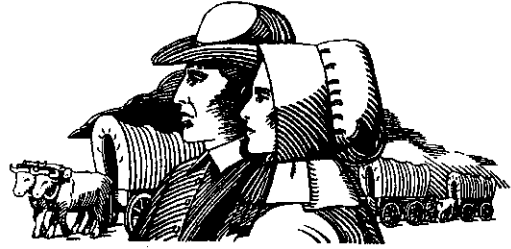


OREGON CITY, OREGON 97045
FAX 657-7892



AGENDA

City Commission Chambers - City Hall
August 15, 2001 at 7:00 P.M.

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: June 13, 2001 Worksession
July 11, 2001 Worksession |
| 7:15 p.m. | 4. | WORKSESSION: |
| | | A. L 01-04 Oregon City Waterfront Master Plan Presentation
<i>(Sharon Zimmerman)</i> |
| 8:15 p.m. | 5. | OTHER BUSINESS: |
| 8:20 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.

DRAFT

**CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
July 11, 2001**

COMMISSIONERS PRESENT

Chairperson Carter
Commissioner Bailey
Commissioner Orzen
Commissioner Surratt

STAFF PRESENT

Maggie Collins, Planning Manager
Nancy Kraushaar, Senior Engineer
Sharon Zimmerman, Project Manager

COMMISSIONERS EXCUSED

Commissioner Main
Commissioner Mengelberg

1. CALL TO ORDER

Chairperson Carter called the meeting to order.

2. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

None

3. APPROVAL OF MINUTES

None

4. WORKSESSIONS:

A. Molalla Avenue Corridor Safety and Enhancement Plan

Nancy Kraushaar presented information about the concept of access management in traffic planning. She said that access management is a primary tool to insure major thoroughfares have good traffic flow while providing for safe access to properties along those thoroughfares. She stated that the benefits of an access management plan are: smooth vehicle flows, reduced travel delay, and safety (defined as few crashes and improved pedestrian access). She said that the major components of successful access management are:

- The number of direct access points is minimized.
- Reasonable and effective indirect access to properties is provided.
- Effective design, spacing, and location of driveways.

- Proper use of medians, islands, and channelization.
- Consolidation of access points by the use of shared driveways and cross-over easements.
- Use of auxiliary lanes for turning movements.

Maggie Collins asked which was the greater problem in the Molalla corridor to be corrected: vehicle safety (traffic accidents) or pedestrian safety. **Ms. Kraushaur** said that pedestrian safety is the greater problem, but that there are a relatively high number of vehicle accidents as well.

Sharon Zimmerman presented the technical memorandum prepared by Kittelson and Associates. She then gave a brief description of a number of specific locations along Molalla Avenue where the number of driveways or curb cuts will be reduced.

Ms. Collins asked how far the City would go in requiring additional parking places made possible by the closure of access points (curb cuts). **Commissioner Surratt** suggested that space made available by removing an access point might be used for 'green space' rather than additional parking. **Chairperson Carter** added that removal of access points might also create the opportunity to upgrade the remaining parking surface.

Chairperson Carter said that she did not think the plan to improve Molalla Avenue will face serious opposition from the businesses along the Avenue or their customers. She said that most people are aware of the problems the current situation creates, and they will be in favor of efforts to improve things.

B. Summary of Glen Oak Planning Principles

Postponed.

5. OTHER BUSINESS

Maggie Collins announced that Barbara Shields, Senior Planner, has resigned effective July 20, 2001, to take a position with Tigard, OR.

Ms. Collins provided a progress report on the Planning Department's recruiting efforts. She said the panel has completed a series of interviews with candidates for the assistant planner position, and will begin a second round of interviews at the end of the week of Monday, July 16, or the beginning of the week of Monday, July 23.

Ms. Collins said the Planning Department has a contract planner working two days a week. In response to a question from Commissioner Bailey, she explained that

sometimes the Department uses a standing arrangement for contract planners and sometimes they seek a bid, depending upon the size of the project.

6. ADJOURN

Chairperson Carter adjourned the worksession.

Maggie Collins, Planning Manager

DRAFT

**CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
June 13, 2001**

COMMISSIONERS PRESENT

Chairperson Carter
Commissioner Bailey
Commissioner Mengelberg

Commissioner Orzen
Commissioner Surratt

STAFF PRESENT

Maggie Collins, Planning Manager
Jonathan Kahnoski, Recording Secretary
Ross Roberts, Senior Transportation
Planner, Metro

ALSO ATTENDING:

John Williams, Mayor, City of Oregon City

1. CALL TO ORDER

Chairperson Carter called the meeting to order.

2. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

None.

3. APPROVAL OF MINUTES: May 16, 2001 Worksession

Commissioner Orzen moved to approve the minutes of the Planning Commission Worksession of May 16, 2001, as submitted. Commissioner Mengelberg seconded the motion.

Ayes: Bailey, Mengelberg, Orzen, Carter; Nays: None; Abstain: Surratt

4. WORKSESSION

A. Metro South Corridor Transportation Alternatives Study Update

Chairperson Carter introduced Ross Roberts, Metro Transportation Planning Manager and Project Manager for the South Corridor Study. **Mr. Roberts** presented an agenda consisting of:

- 1) Background – How we got here
- 2) Overview – where we are in the process and future milestones

- 3) Alternatives being advanced into the Supplemental Draft Environmental Impact Statement (SDEIS)
- 4) Next Steps

Commissioner Bailey asked about the word 'Supplemental'. **Mr. Roberts** explained that there is an existing environmental impact statement that was prepared for the proposed North-South Light Rail project and is still in effect because it encompasses the entire South Corridor.

Mr. Roberts described how the current efforts evolved after the defeat of the North/South Light Rail proposal in 1998. He said that the planners worked with three Citizen Working Groups: one for Milwaukie-Portland, one for Milwaukie-Clackamas, and one for Milwaukie-Oregon City. The planners considered a wide range of alternatives: commuter rail, river transit, and a variety of vehicle lanes on McLoughlin Blvd. He said that, originally, one alternative was not considered – light rail – but that option in a limited area of the study boundaries is now being considered again. He emphasized that, although the current maps do not show it, the Milwaukie-Oregon City corridor does not terminate in downtown Oregon City but extends to the Clackamas Community College campus.

In the overview, **Mr. Roberts** said that, during the analysis of the alternatives, the commuter rail, river transit, and the high-occupancy toll lane options were eliminated based upon environmental impact, cost, engineering feasibility, and ridership considerations. He said that Bus Rapid Transit was recommended as the one best overall alternative.

Commissioner Mengelberg asked for an explanation of Bus Rapid Transit. **Mr. Roberts** explained that Bus Rapid Transit is a 'better' bus system, a way of operating buses that increases reliability, decreases travel time, and lowers costs. He said it consists of improved passenger amenities such as better bus shelters and better passenger waiting environments, signal priority, queue bypass lanes, and more frequent buses. He pointed out that the Bus Rapid Transit could be integrated into a broader network of routes to allow passengers a wide range of destinations.

Mr. Roberts said that, as a result of the current refinement of alternatives, the idea of high-occupancy vehicle lanes on McLoughlin Blvd has been dropped, consideration of light rail along the Milwaukie and I-205 corridors has been added, and the busway design has been refined. He explained that the decision to resurrect light rail lines was difficult, but the result of repeated expressions of interest in light rail from the public in the Southeast Portland portion of the Study Area.

Maggie Collins asked for clarification of a 'busway' versus 'bus rapid transit'. **Mr. Roberts** explained that a 'busway' is a completely separate roadway for buses only, with

bigger stations and much better reliability. He said that a busway requires more land and has a higher cost.

Mr. Roberts said that Metro currently is at the process point that will culminate in determining the Locally Preferred Alternative (LPA). He estimated that this would be accomplished by Fall, 2002. He presented an overall timeline:

2002 – SDEIS completed
 LPA selected
2003 – Project Engineering – Final Environmental Impact Statement
2004 --Final Design and Construction
2008 – Start up

Commissioner Mengelberg asked that, if the LPA is determined, finally, to be Bus Rapid Transit throughout all the corridors, would the start up still be 2008. **Mr. Roberts** said that, if that is the case, start up could be sooner. **Commissioner Mengelberg** also asked if Bus Rapid Transit could be implemented between Milwaukie and downtown Portland while light rail is being constructed. **Mr. Roberts** said that it would be possible to do that but he was not sure it would be prudent to spend construction funds on a Bus Rapid Transit system that would be temporary. **Mayor Williams** pointed out that some of the problems involve the convergence of bus routes in Milwaukie at the terminus of a light rail line, and the large number of buses entering downtown Portland.

Mr. Roberts reviewed the alternatives being considered in the SDEIS:

- 1) Milwaukie to Portland segment:
 - a) Baseline
 - b) Bus Rapid Transit
 - c) Busway
 - d) Light Rail
- 2) Milwaukie to Clackamas Community College segment:
 - a) Bus Rapid Transit
- 3) I-205 segment:
 - a) Baseline
 - b) Light Rail
- 4) Milwaukie to Clackamas Regional Center segment:
 - a) Baseline
 - b) Bus Rapid Transit
 - c) Busway
 - d) Light Rail

Mr. Roberts presented a series of slides comparing the costs, projected ridership, and key issues of the Bus Rapid Transit, Bus Way, and Light Rail (I-205 and Milwaukie corridors).

Commissioner Mengelberg asked if the light rail decision to be made is a choice between one route and another (Milwaukie-Portland versus I-205) or can it be both. **Mr. Roberts** said that it could be either one or the other or both, depending upon the availability of funding. He said that the expectation is that 50% of the cost would be funding from the Federal government, and 50% from local sources.

Mayor Williams described some of the political issues, especially for Clackamas County, that are influencing the decisions. **Mr. Roberts** added that the attitude toward light rail in Milwaukie has changed from negative to positive as they have developed their own ideas for the project. **Chairperson Carter** said she believed the opposition to light rail in Clackamas County is that the residents see a huge unmet requirement for road infrastructure in the County. She said that people object to money being spent on light rail when more urgent needs for roads have gone unmet. She cited the Sunrise corridor, which has been planned for years, as an example of an unmet need. **Mr. Roberts** pointed out that Federal funding for rapid transit comes in large amounts designated for specific local projects, whereas Federal funding for roads is spread by formula across states and counties. Thus, he said, funding for roads is more difficult. **Chairperson Carter** replied that the public does not understand the intricacies of Federal fund allocation; to the public, it is all transportation funds.

Mr. Roberts outlined the next steps:

- 1) Hire a consulting team to provide needed engineering expertise not available on the Metro staff.
- 2) Report back to the Policy Group on August 6th concerning:
 - a) Feasibility of a Hawthorne Bridge Busway
 - b) Milwaukie Terminus, Transportation Center and Park and Rides
 - c) Milwaukie/Highway 224 Busway
- 3) SDEIS Process Begins

Commissioner Mengelberg asked about the applicability of proposed transportation money being considered in the Oregon State Legislature. **Mr. Roberts** explained that that money would be allocated for road improvements. **Commissioner Mengelberg** then asked about when the decision-making process would be opened to public comment. **Mr. Ross** said that they have been working with citizen advisory groups up to now, but that Metro will form a citizen' advisory committee for the entire corridor. He also said that Metro plans to develop a more formal community outreach program. **Commissioner Mengelberg** recommended that Metro develop programming for the cable channels to make the information available to the public.

Commissioner Bailey asked if cost was the reason the river transit alternative was rejected. **Mr. Ross** explained said that cost was part of it, but also the environmental impact of the needed docks.

B. Review of New Draft of Mission Statement and Goals and Objectives

The **Commissioners** approved by consensus the year 2001 draft mission statement that reads:

“The mission of the Oregon City planning Commission is to implement a proactive and positive planning strategy that preserves and enhances community character and improves the quality of the City’s urban environment.”

Maggie Collins reviewed the proposed wording for Goal 4, and its two subordinate tasks, and Goal 5, with alternate wording for the subordinate task.

Commissioner Surratt asked the Commissioners what attracted them to Oregon City. She explained that she was born and raised in Oregon City, and she has never thought of it as ‘compact’. **Chairperson Carter** pointed out that there are two parts of Oregon City: the urban commercial core, and rural Oregon City. She said she did not think the Commissioners or the citizens wanted to lose that rural character in the process of becoming a more compact and efficient urban regional center. **Ms. Collins** pointed out that the rural areas remaining in Oregon City are already zoned for development and are still rural only because they have not been developed to date. She pointed out that a landowner may develop those areas pretty much at will.

Commissioner Bailey said that what attracted him to Oregon City was the compact design and friendly walkability of the McLoughlin neighborhood and nearby amenities. He noted that there is a large amount of land around Oregon City that is planned and zoned for two-, three-, five-, and ten-acre rural development. He said that the whole point of incorporation is to provide cost effective infrastructure and urban services that are not possible or cost effective to provide in more rural settings. **Commissioner Mengelberg** said she moved to Oregon City in part because she worked there at the time but primarily because she could purchase a lot more house on a lot more land for the money. **Chairperson Carter** stated she too chose to live in Oregon City because she could purchase a bigger house on a bigger property. She said that their planning must preserve the availability of bigger properties, not allow them to be subdivided into urban density because that is not what half the population that comes to Oregon City wanted. **Ms. Collins** stressed the need to offer a diversity of housing options in the planning.

Commissioner Mengelberg offered wording for the task under Goal 5 that specifically mentioned diverse density of development. **Ms. Collins** suggested that such wording would be appropriate to residential development but not commercial. **Chairperson Carter** suggested that they need to separate the task that applies to the urban commercial core from the residential areas. **Commissioner Bailey** stated that the whole thrust of the State’s planning program is that incorporated municipalities will have a higher density than the surrounding rural areas. He said that, when the Commissioners review the Comprehensive Plan, they need to look at some of the outlying areas that, currently, are

subject to development at the fringe. **Ms. Collins** suggested the wording of the task for Goal 5 not include the word 'compact', and the Commissioners agreed.

Chairperson Carter reiterated her desire to see separate tasks for urban commercial core and residential areas. **Ms. Collins** said that there are upcoming opportunities to develop such wording and that she would bring the issue before the Commission again.

C. Urban Design Issue: South 99E Gateway to Oregon City

Maggie Collins displayed an aerial photograph map of Oregon City, and oriented the Commissioners to various features along Highway 99E coming into the City from the south. She characterized this area as under-utilized but the first part of the City a visitor sees as they drive along 99E. The question to the Planning Commission is how to develop this area as a gateway into the City to enhance its image.

Mayor Williams stated that more people stop in this area to view the falls than they visit any other location in Oregon City. He said he was not sure of the precise number, but it was somewhere around 70,000 to 90,000 visitors per year. **Mayor Williams** added that the Oregon Department of Transportation has planned to do some road improvements, including installing a traffic signal, at the intersection of Highway 99E and Tumwater Street. Finally, he said the Federal National Parks Service is attempting to establish an automobile tour from Montana to Oregon City and beyond called The Great Montana Flood to show the geological features created by the flood. He said tourism and enhanced tax base are two reasons to develop a master plan for this area.

Mayor Williams ruled out the use of an urban renewal district which stops short of this area and already has undergone its allowable ten percent expansion. He said that there are twelve to fourteen separate property owners that must be considered, approximately \$2.5 million in assessed property value. He urged the Commissioners to include one property owner, Dell Bullock, in their deliberations.

Ms. Collins turned the Commissioners' attention to the Comprehensive Plan map for this area. The Commissioners discussed a number of different ideas for developing the area, such as a destination hotel, better restaurant, geographical/geological interpretive center, and two-story commercial/residential mixed use. They also discussed developing a trail linking the park to other green spaces and the historic district.

Mayor Williams stated that the manager of the Blue Heron Paper mill is willing to work with the City to make the old powerhouse on the mill property. He said the manager also is willing to have a mural painted, perhaps depicting Native Americans fishing at the Willamette Falls, on the side of the mill's containment building, and that he has contacted people at the Grand Ronde Development Corporation about funding for the mural.

Ms. Collins presented a third map showing land uses marked. She said that there was some remaining ODOT money available that could be used to fund additional planning activities. **Mayor Williams** said he had a couple of potential investors that might be interested in development in the area.

Mayor Williams asked how much money the City would need to fund a planning effort to develop this area. **Ms. Collins** said that, with funds from the State and the City's Enhancement Fund, the Staff could prepare some plans for \$20,000.

5. OTHER BUSINESS

Ms. Collins said that, Thursday, June 13th, the Abernethy Tree will be cut down. The Mayor will make some remarks on behalf of the City. She said that there is a marker at the tree site. **Commissioner Bailey** said the Optimists had removed the marker. **Ms. Collins** explained that the marker may have to be retrieved, as it is identified in the Comprehensive Plan.

Ms. Collins asked for RSVPs from any Commissioners planning to attend the Volunteer Picnic on July 10th, and have not done so yet.

6. ADJOURN

Chairperson Carter adjourned the worksession.

~~**Maggie Collins, Planning Manager**~~



City of Oregon City

PUBLIC WORKS

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122 S. Center Street
Oregon City, OR 97045
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City Engineer/Public Works Director
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320 Warner Milne Road
Oregon City, OR 97045
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MEMORANDUM

TO: Planning Commission
CC: Maggie Collins, Nancy Kraushaar, Dee Craig
FROM: Sharon Zimmerman
DATE: 8/08/01
SUBJECT: Oregon City Waterfront Master Plan

Project Background

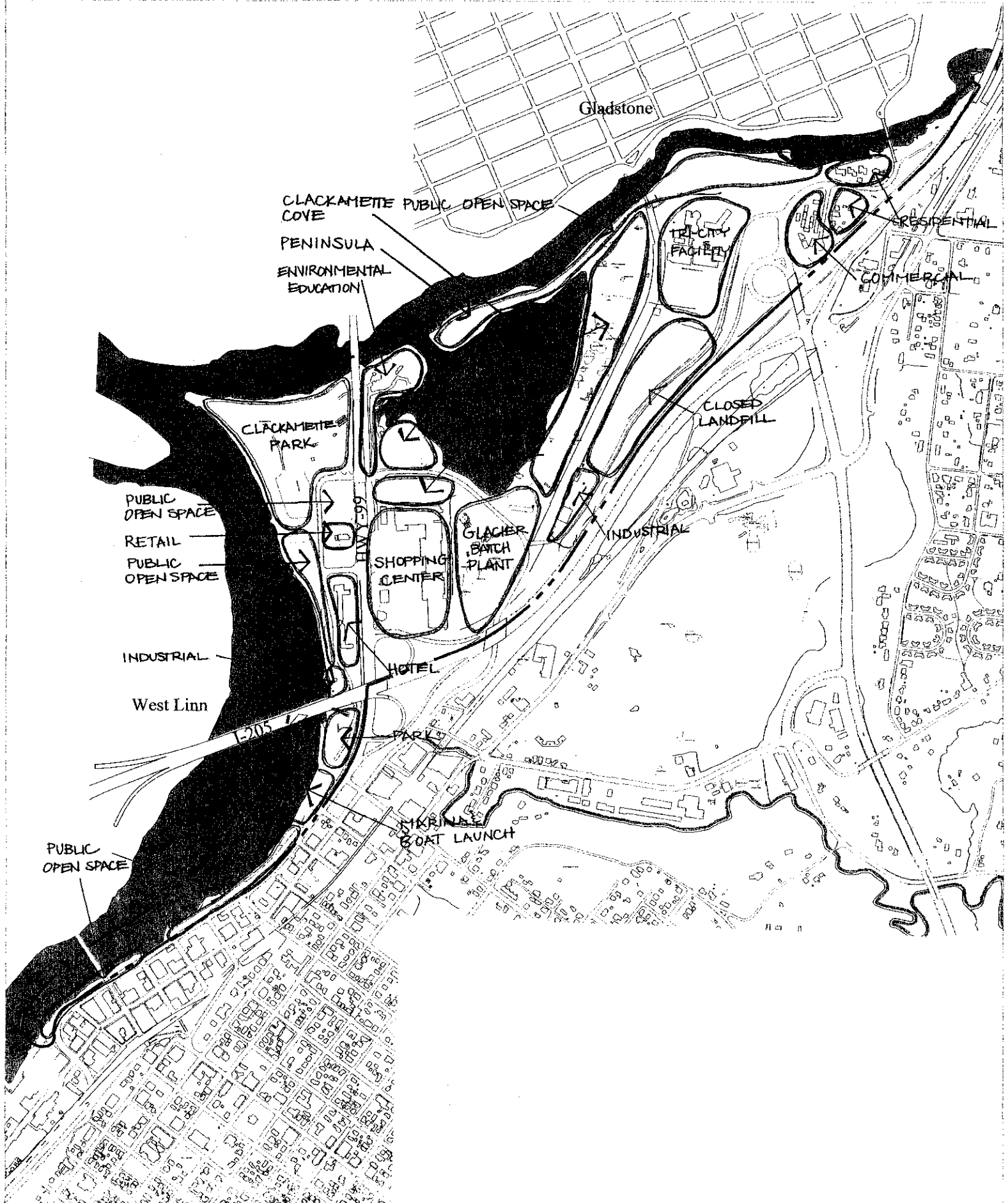
In compliance with the Downtown Community Plan, Parks and Recreation Master Plan, and Urban Renewal Plan for the Downtown/North End District, the City of Oregon City selected a multi-disciplinary consulting team of planners, economists, engineers, and public involvement facilitators to develop the Oregon City Waterfront Master Plan in August 2000.

The consultant, Walker Macy, has been working toward developing the Waterfront Master Plan as a tool that will provide essential direction and will demonstrate community support for a very unique and large-scale re-development project. This plan is the culmination of public involvement, city staff, and a highly experienced consulting team. The plan focuses on the properties along the Willamette and Clackamas Rivers as well as the Clackamette Cove. The plan will be used to implement identified projects, provide direction on future property sale or community goals, apply of project grants, and to streamline the annual budgeting process.

The objectives for the Waterfront Master Plan are to: a) identify suitable land use categories while addressing the need for expanding the local sewer district facility, b) develop a real estate development strategic plan, c) balance the natural environment along with economic potential for public and private development, d) develop multi-model connectivity, and e) provide a strategic implementation plan.

After completing their tasks of data gathering, research and analysis, and preliminary planning the consultant presented their results at the first of two public open houses. The presentation provided an overview of the existing land uses, master plan goals, and three alternatives (see attached graphics titled "Waterfront Master Plan, Public Open House #1, June 7, 2001" for additional information) to an audience of approximately 40 people. At the end of the presentation, the attendees were very responsive in providing valuable and positive comments for the consultant to use for refining the plan concepts.

This refinement resulted in a Preliminary Master Plan along with a Demonstration Plan that were presented at the second public open to an audience of approximately 25 people (see attached graphics titled "Waterfront Master Plan, Public Open House #2, July 26, 2001 for additional information"). Again, this presentation received valuable and positive comments from the attendees.



Existing Conditions

Clackamette Cove

- Approx. depth of 10 feet
- Patrol requires access
- Construction debris present
- Contains fish rearing pens
- Motorized/non-motorized boat conflicts
- Gravelbar reducing access to cove

Peninsula

- Bank Erosion
- Public/private plans for restoration

Vacant Industrial (east)

- Extremely degraded
- Industrial Remnants
- Indiscriminate Use

Tri-City Facility

- Well maintained
- Planned expansion

Closed Landfill

- Unpermitted landfill
- Gasoline spill at North end

Vacant Industrial (southwest)

- Indiscriminate use
- Past disposal of construction debris

Environmental Education

- Past site degradation
- Volunteer restoration efforts underway
- Planned Expansion

Glacier Batch Plant

- Heavily industrialized site
- Access is dependent on access to major roads

Shopping Center

- Recently remodeled
- Well leased

Clackamette Park

- Well maintained; heavy use at boat launch
- Plans for improvements at boat launch
- River's edge is severely degraded
- RV Park is heavily degraded; visual blight
- Undefined overflow parking
- Bank erosion

Public Open Space (South of Clackamette Park)

- undeveloped

Hotel

- Good views
- Well maintained
- Good Access

Sportcraft Marina

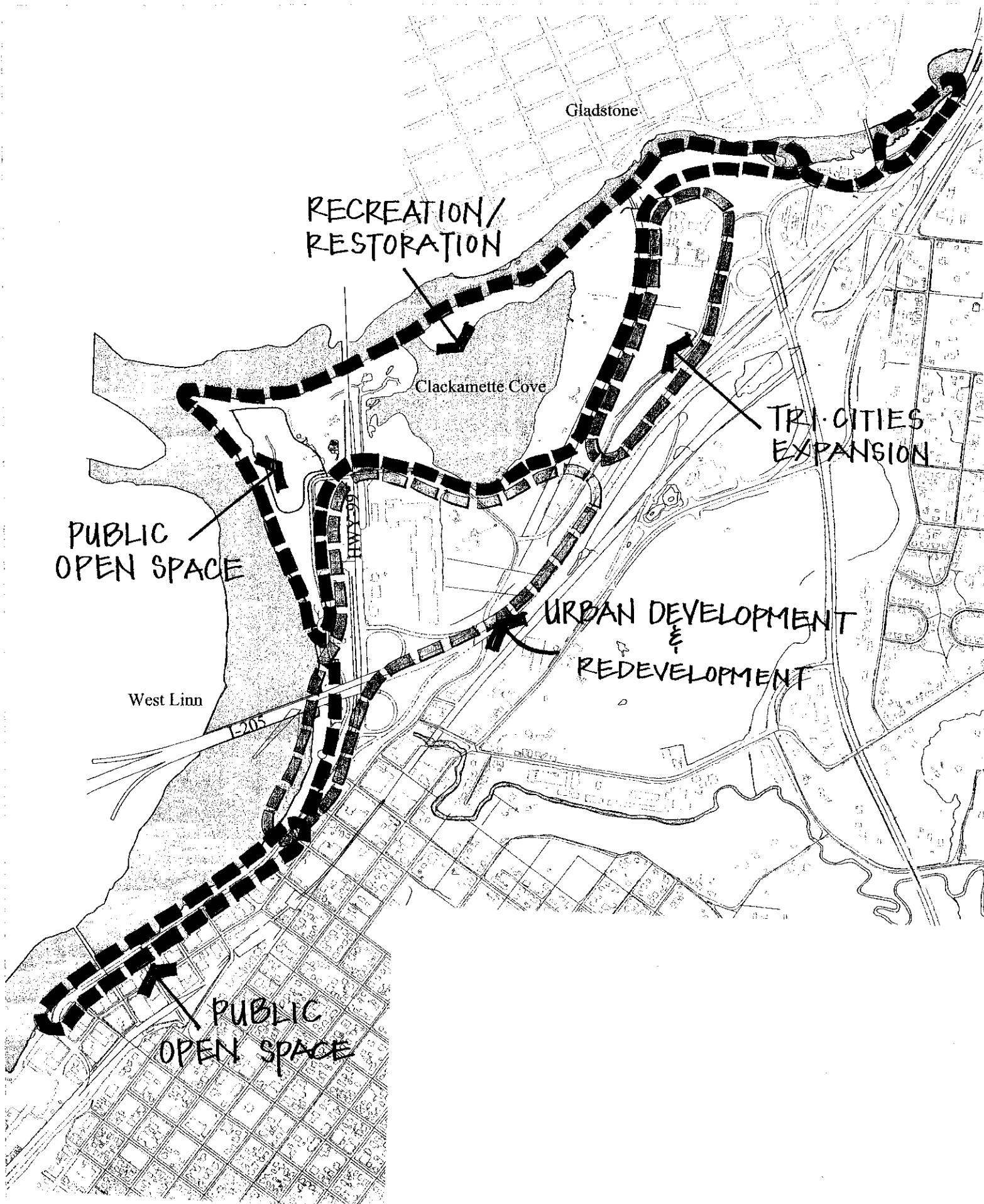
- Lack of parking & difficult circulation
- Adequately maintained

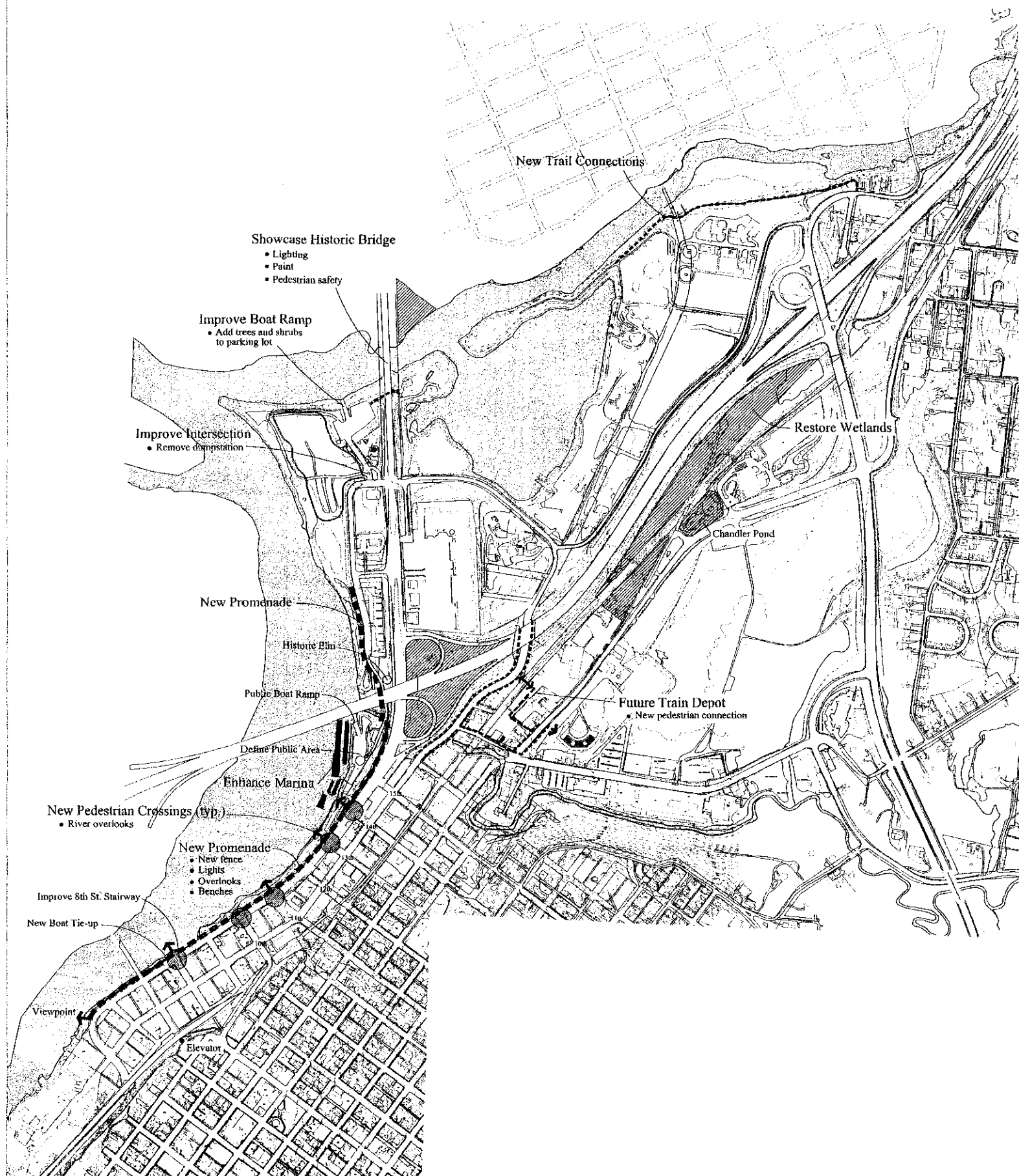
Boat Launch @ I-205

- Lack of parking
- Poor Circulation
- Adequately maintained

Public Open Space (pipeline)

- Existing Interceptor Sewer
- Planned trail connection





New Trail Connections

Showcase Historic Bridge

- Lighting
- Paint
- Pedestrian safety

Improve Boat Ramp

- Add trees and shrubs to parking lot

Improve Intersection

- Remove dumpstation

Restore Wetlands

Chandler Pond

New Promenade

Historic Elm

Public Boat Ramp

Define Public Area

Enhance Marina

Future Train Depot

- New pedestrian connection

New Pedestrian Crossings (typ.)

- River overlooks

New Promenade

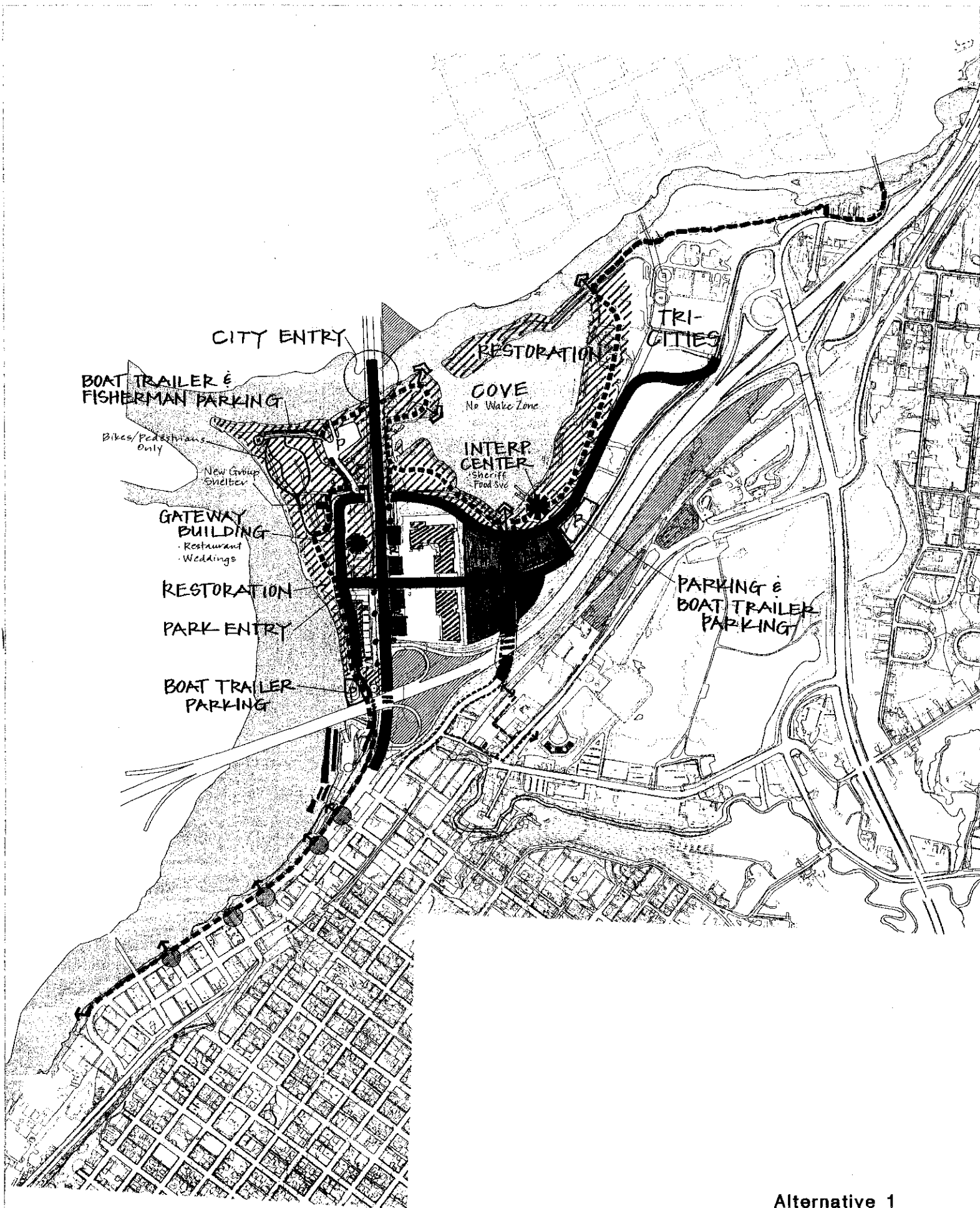
- New fence
- Lights
- Overlooks
- Benches

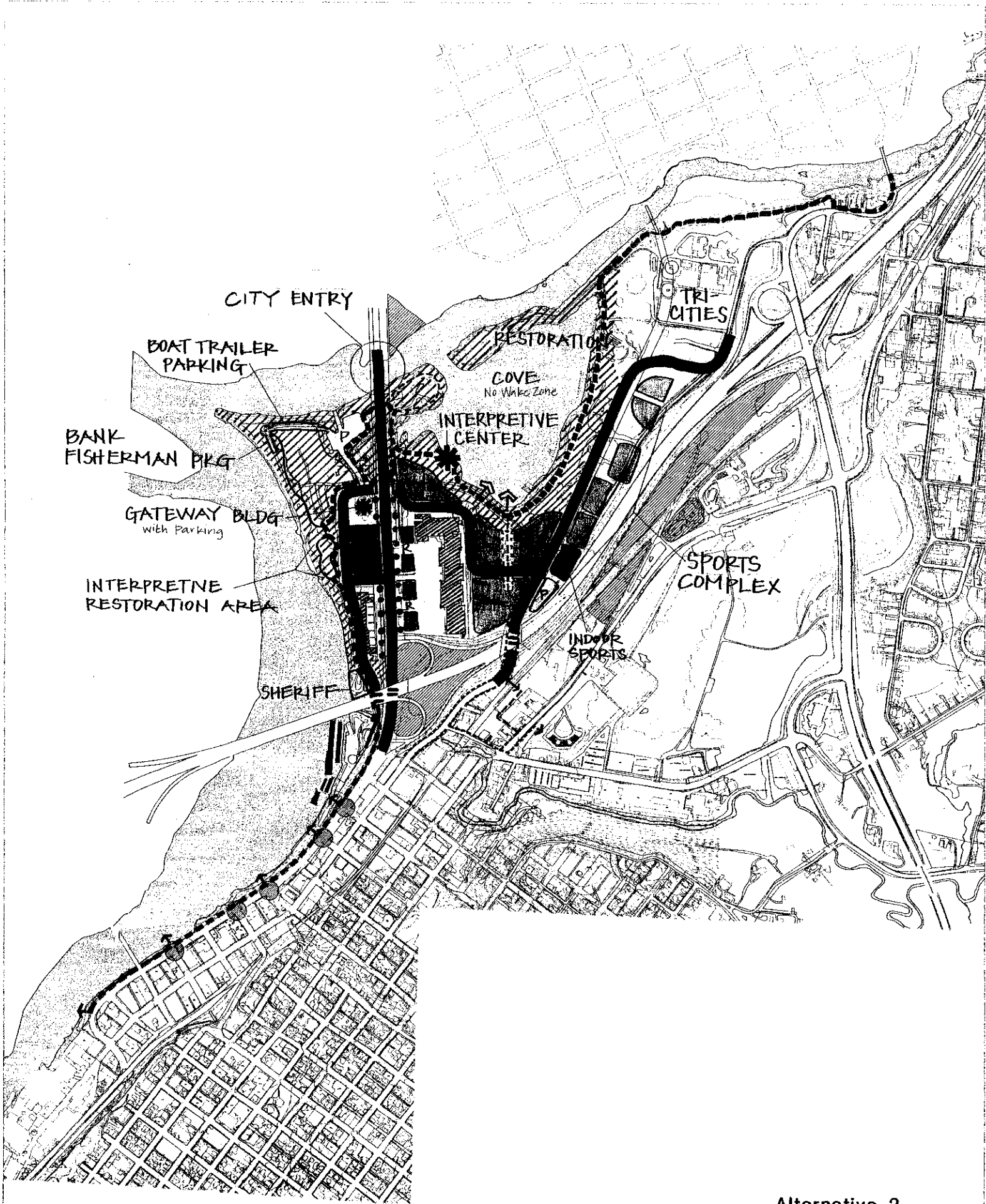
Improve 8th St. Stairway

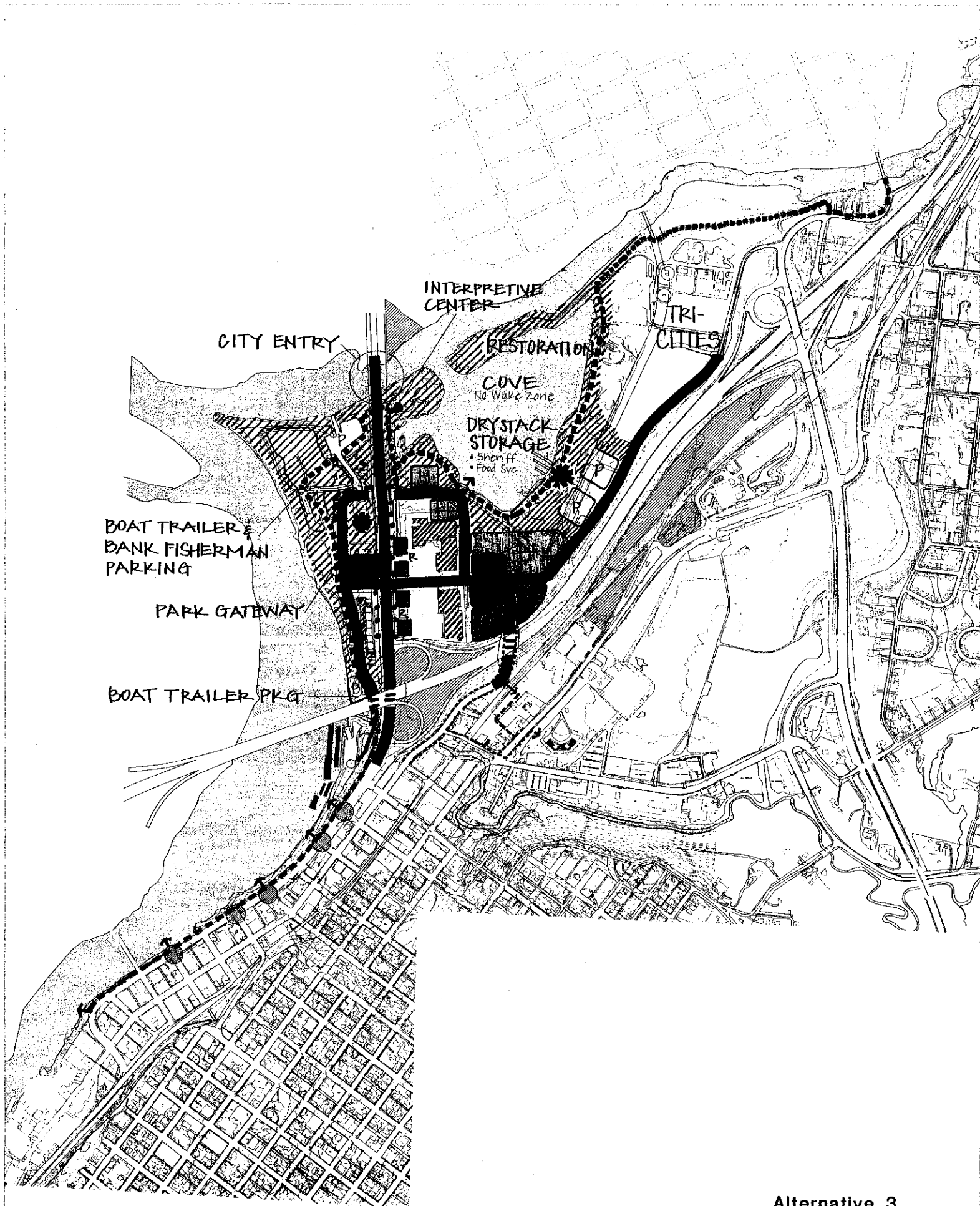
New Boat Tie-up

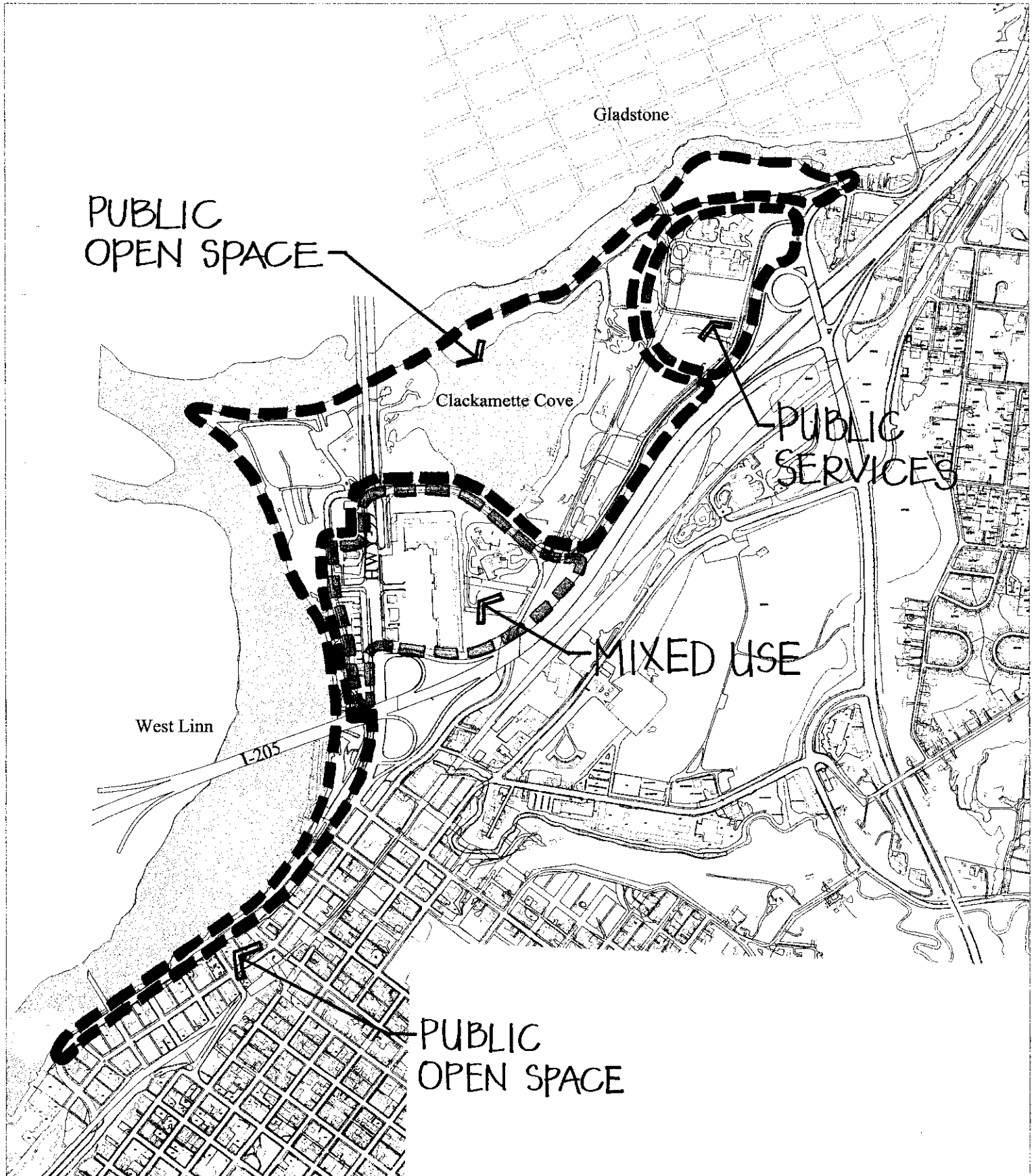
Viewpoint

Elevator

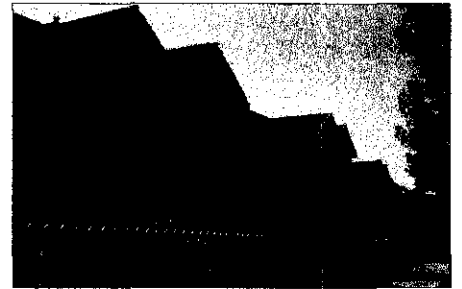








Residential

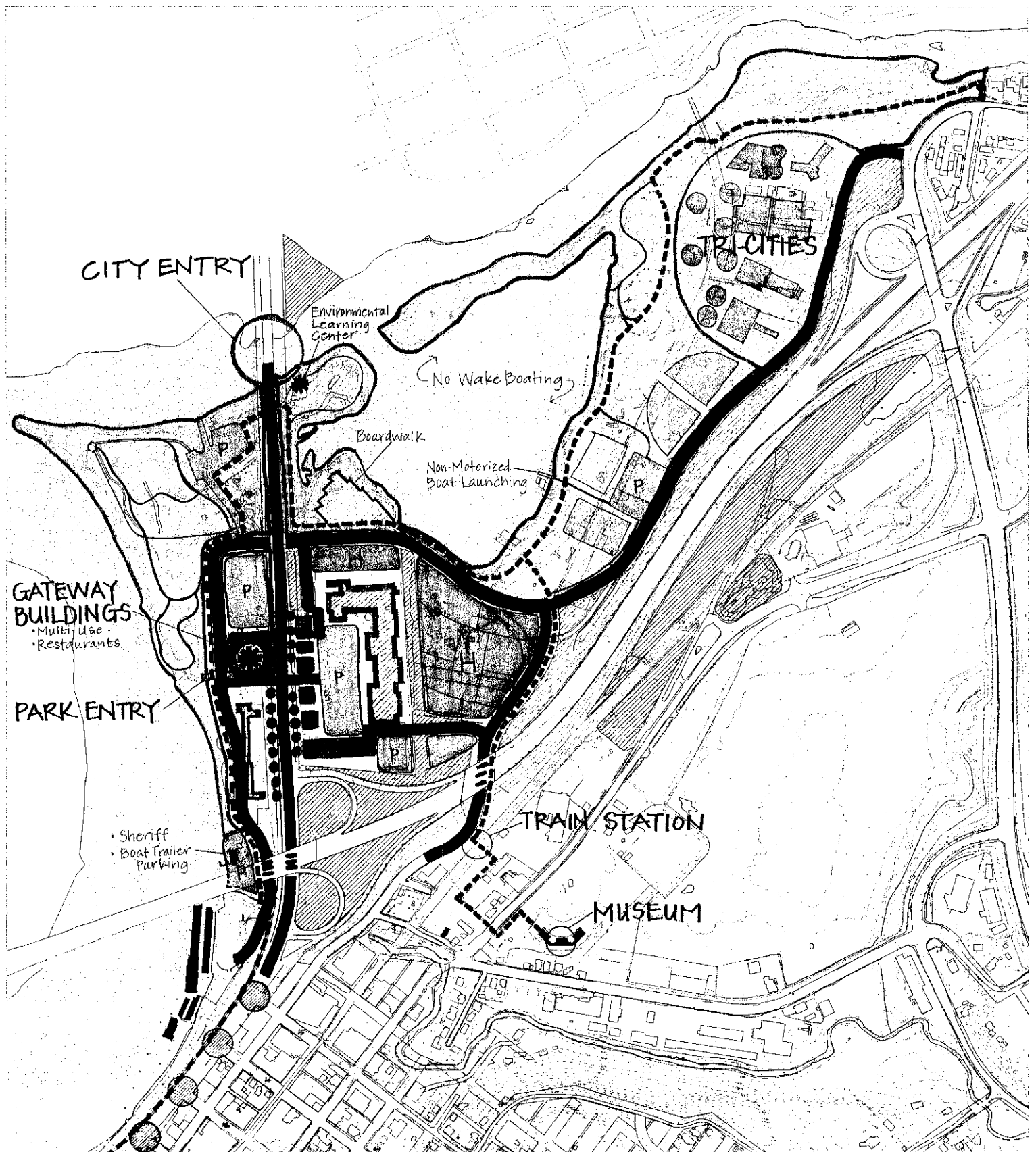


Commercial/Office

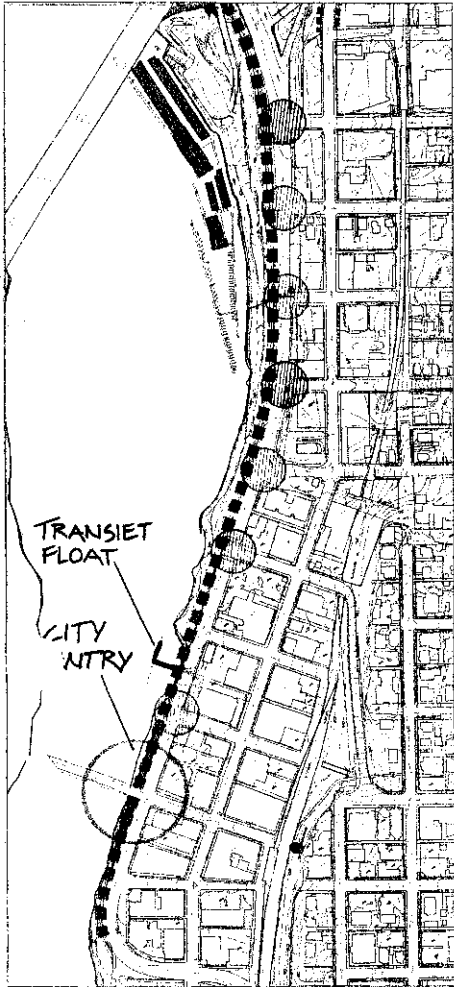


Historic Reuse



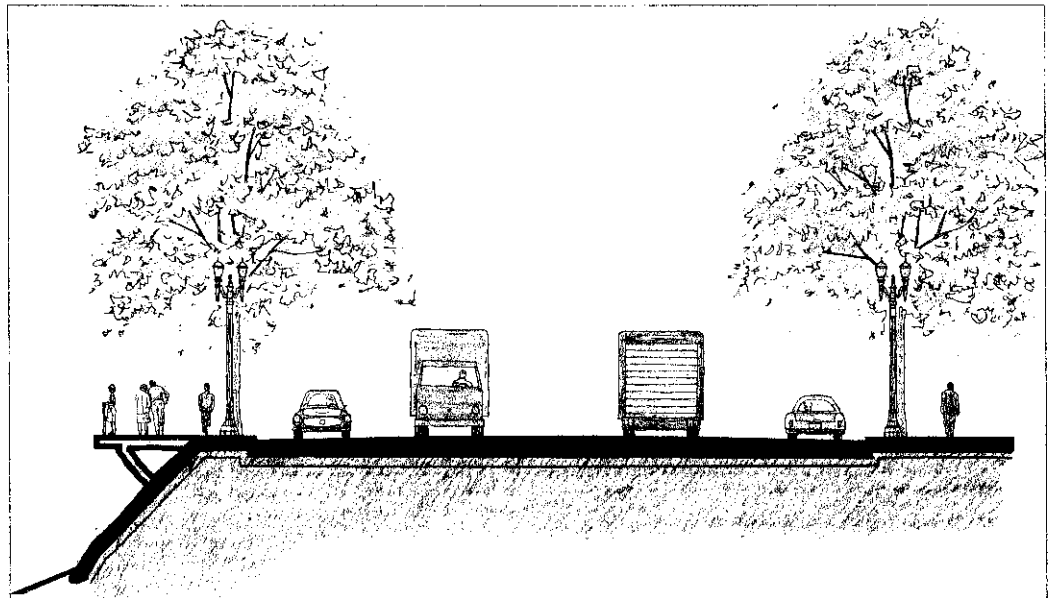






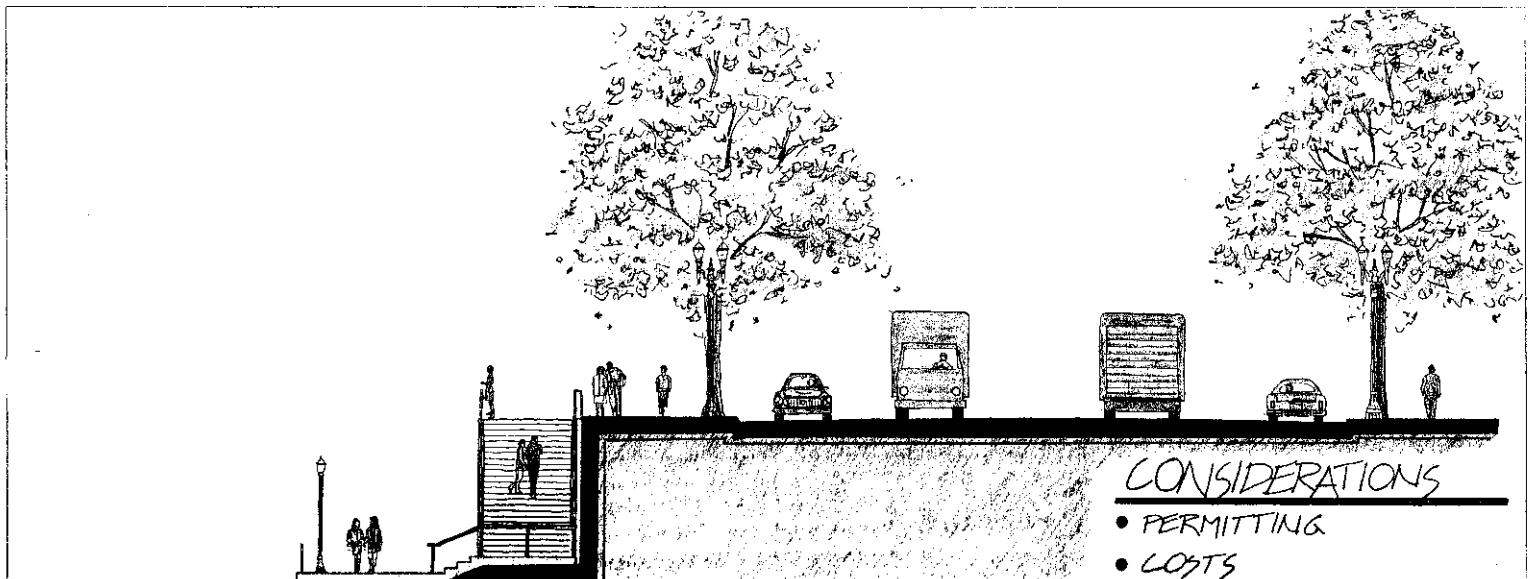
Plan

SCALE: NTS



Promenade Section - Downtown Community Plan

SCALE: NTS



CONSIDERATIONS

- PERMITTING
- COSTS