

ORDINANCE NO. 18-1003

AN ORDINANCE OF THE CITY OF OREGON CITY ADOPTING THE MCLOUGHLIN-CANEMAH TRAIL PLAN, AN AMENDMENT TO THE OREGON CITY TRANSPORTATION SYSTEM PLAN, TRAILS MASTER PLAN, PARKS MASTER PLAN, AND COMPREHENSIVE PLAN

WHEREAS, the Transportation System Plan (TSP), Trails Master Plan, and Parks Master Plan are ancillary documents to the Oregon City Comprehensive Plan; and

WHEREAS, the 2013 TSP identified a trail connection from the McLoughlin Promenade to Canemah Children's Park as Projects #S36, #FF21, and #FF22; and

WHEREAS, the 2004 Trails Master Plan identified a trail connection from the McLoughlin Promenade to Canemah Children's Park as Project #L19 and identified the Oregon City Loop Trail as Project #R3; and

WHEREAS, the McLoughlin-Canemah Trail Plan involved citizens through a community advisory group, Greenway for a Day event, public meetings, flyers, and a project webpage, with input from Oregon City residents, property owners, business owners, affected agencies, city boards, Natural Resources Committee, Transportation Advisory Committee, Park and Recreation Advisory Committee, Neighborhood Associations, Planning Commission and City Commission; and

WHEREAS, the McLoughlin-Canemah Trail Plan includes cost estimate for the design and construction of recommended improvements for the trail; and

WHEREAS, the Oregon City Planning Commission and City Commission held a series of public hearings to review the proposed Trail Plan; and

WHEREAS, the Planning Commission, based on the oral and written testimony received during public hearings, made specific recommendations regarding the plan and subsequently unanimously recommended that the City Commission adopt the McLoughlin-Canemah Trail Plan; and

WHEREAS, the proposed McLoughlin-Canemah Trail Plan complies and is consistent with State statutes and Metro regulations, Statewide Planning Goals, and the goals and policies of the Oregon City Comprehensive Plan; Oregon Highway Plan, Oregon Transportation Plan, Regional Transportation Functional Plan, and Oregon City Transportation System Plan; and


WHEREAS, adoption of the McLoughlin-Canemah Trail Plan is in the best interest of Oregon City to ensure that the goals and policies of the City can be realized.

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The McLoughlin-Canemah Trail Plan, attached as Exhibit 1, is hereby adopted based on the findings contained in Exhibit 2, all of which are incorporated herein by reference.

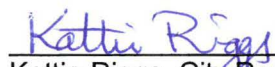
Section 2. The Oregon City Transportation System Plan, Trails Master Plan, and Parks Master Plan, as ancillary documents to the Oregon City Comprehensive Plan, are hereby amended.

Read for the first time at a regular meeting of the City Commission held on the 21ST day of March, 2018, and the City Commission finally enacted the foregoing Ordinance this 4th day of April, 2018.




DAN HOLLADAY, Mayor

Attested to this 4th day of April 2018:



Kattie Riggs, City Recorder

Approved as to legal sufficiency:



City Attorney

Attachments:

Exhibit 1 – McLoughlin-Canemah Trail Plan

Exhibit 2 - Staff Report and Exhibits for Legislative File L 17-02



MCLOUGHLIN-CANEMAH TRAIL PLAN

Alignment Feasibility & Evaluation Report

Prepared by Alta Planning + Design
with Northwest Geotech, Inc and Pacific Habitat Services, Inc
For the City of Oregon City, Oregon

March, 2018



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ACKNOWLEDGMENTS



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Oregon City Parks Foundation
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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

OVERVIEW

In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the McLoughlin-Canemah Trail (MCT), a segment of the larger Oregon City Loop Trail. The objective was to determine Permanent and Interim trail alignments and safety upgrades to create a safer pedestrian and bicycle route between two neighborhoods while connecting city amenities along the way.

Goals for this trail were developed based on the results of a survey taken by the project's Community Advisory Group members, and from conversations with group members and City staff.

GOALS: The McLoughlin-Canemah Trail should:

- Provide an attractive route of travel for people walking and biking between the McLoughlin Promenade and Canemah Children's Park that connects residential areas, parks, and businesses.
- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations.

- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.
- Provide a trail design that is context-sensitive, particularly to the Canemah National Register Historic District, McLoughlin Promenade, and the McLoughlin Conservation District.
- Provide experiences and views of Willamette Falls
- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor.
- Discourage criminal activity and provide a secure environment for all users.
- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future.
- Avoid use of private property in the Canemah National Register Historic District.

PROJECT STUDY AREA

The MCT study area includes just over 100 acres bounded by 2nd Street to the north, McLoughlin Blvd/Hwy 99E to the west, S. High St to the east, and the Canemah Neighborhood Children's Park to the south. Alignment alternatives connect and include portions of the McLoughlin Conservation District with the Canemah National Register Historic District between the McLoughlin Promenade and Canemah Neighborhood Children's Park.

PARTNERS, STAKEHOLDERS & PUBLIC ENGAGEMENT

The project team engaged with a number of partners, stakeholders, and members of the community throughout all phases of this project. Partners included Portland General Electric and the Oregon Department of Transportation.

A Community Advisory Group was assembled with representative from several stakeholders who helped to define project goals, evaluate alignment alternatives, and select the Interim and Permanent alignments.

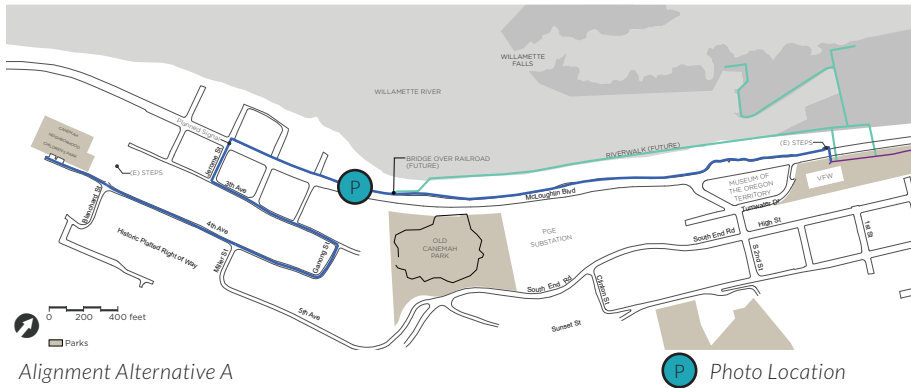
The local community was engaged in the project primary through a Greenway for Day event, which attracted 70-80 participants during a four hour event that included walking a portion of the alignment and responding to a series of Design Toolkit poster boards showing traffic calming strategies.

The project team also received 56 survey responses from the community emphasizing the value of Old Canemah Park, views of Willamette Falls, and the challenges associated with 99E, steep grades, traffic calming, and wayfinding.

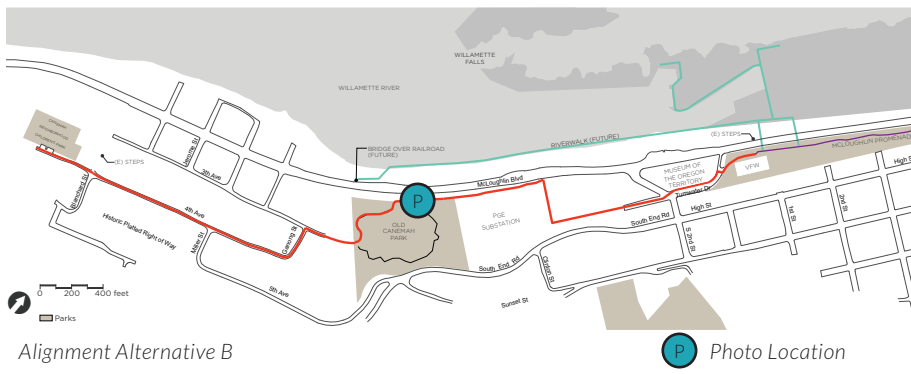
TABLE 1. ALIGNMENT ALTERNATIVES - EVALUATION MATRIX

QUALITY			SAFETY		PROPERTY			CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS	
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
ALIGNMENT ALTERNATIVE - A													
											\$6.0 - \$6.5 M	Not Recommended	Not Recommended
ALIGNMENT ALTERNATIVE - B													
											\$2.1 - \$2.6 M		
ALIGNMENT ALTERNATIVE - C													
											\$2.6 - \$3.0 M	Not Recommended	Not Recommended

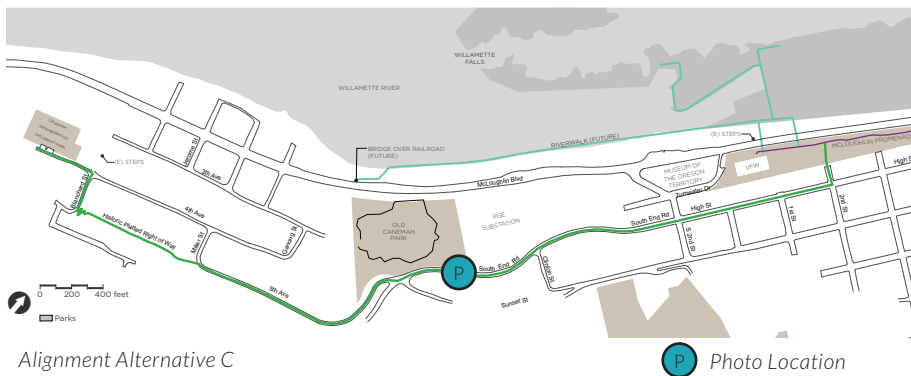
EXECUTIVE SUMMARY



McLoughlin Blvd boardwalk, looking north



Old Canemah Park Trail, looking north



S. High Street, existing shoulder, looking south

ALIGNMENT ALTERNATIVES EVALUATION

The three Alignment Alternatives were evaluated and compared based on criteria derived from the Project Goals: Quality of Experience, Willamette Falls Views, Access for All Ages and Abilities, Vehicle Conflict Risk, Crime Risk, Impacts to Canemah National Register District, General Property Impacts, Geotechnical Constraints, Environmental Constraints, and Cost Estimates (Table 1).

The evaluations were based on findings from field reconnaissance, terrain analysis, geotechnical evaluation, environmental evaluation, and ongoing dialogue throughout the project between the project team, key partners, the Community Advisory Group, and the general public. Summaries of opportunities and constraints associated with each alignment alternative are listed below:

ALIGNMENT A - OPPORTUNITIES

- Boardwalk offers an intimate connection with Willamette Falls
- Alignment along roadway is highly visible

ALIGNMENT A - CONSTRAINTS

- The experience along McLoughlin traffic can be uncomfortable
- Would require widening sidewalk and boardwalk within constrained ODOT right of way

ALIGNMENT B - OPPORTUNITIES:

- Offers direct connections between neighborhoods and parks
- High quality views of Willamette Falls

ALIGNMENT B - CONSTRAINTS:

- Segment along McLoughlin Blvd has significant roadway width constraint
- Alignment using the existing VFW driveway assumes a modified automobile entrance to the VFW to/from S 1st St.

ALIGNMENT C - OPPORTUNITIES

- Most slopes are comfortable for people walking and biking
- Provides access on South End Rd for people walking and biking

ALIGNMENT C - CONSTRAINTS

- Doesn't connect neighborhoods to Old Canemah Park
- Width constraints along S. High Street could be cost-prohibitive



INTERIM ALIGNMENT RECOMMENDATION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd Street to High Street. From there, the trail turns onto S. 2nd Street and continues west to McLoughlin Blvd/Hwy 99E. Using the existing traffic signal crossing, the trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

From the PGE substation, the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

DESIGN ASSUMPTIONS - INTERIM

- Wayfinding and shared use signage and pavement markings between 2nd Street and McLoughlin Blvd
- New multi-use path along edge of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Reinforcement at top of basalt cliff along McLoughlin Blvd

PERMANENT ALIGNMENT RECOMMENDATION

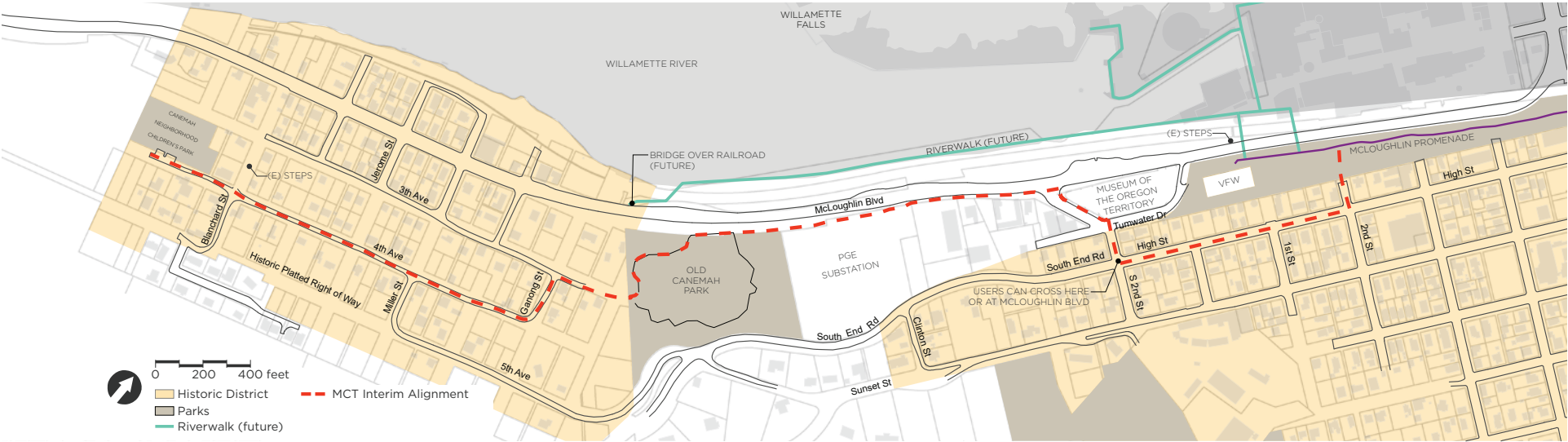
The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest along McLoughlin Blvd/ Hwy 99E until reaching Portland General Electric (PGE) substation property.

From the PGE substation the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

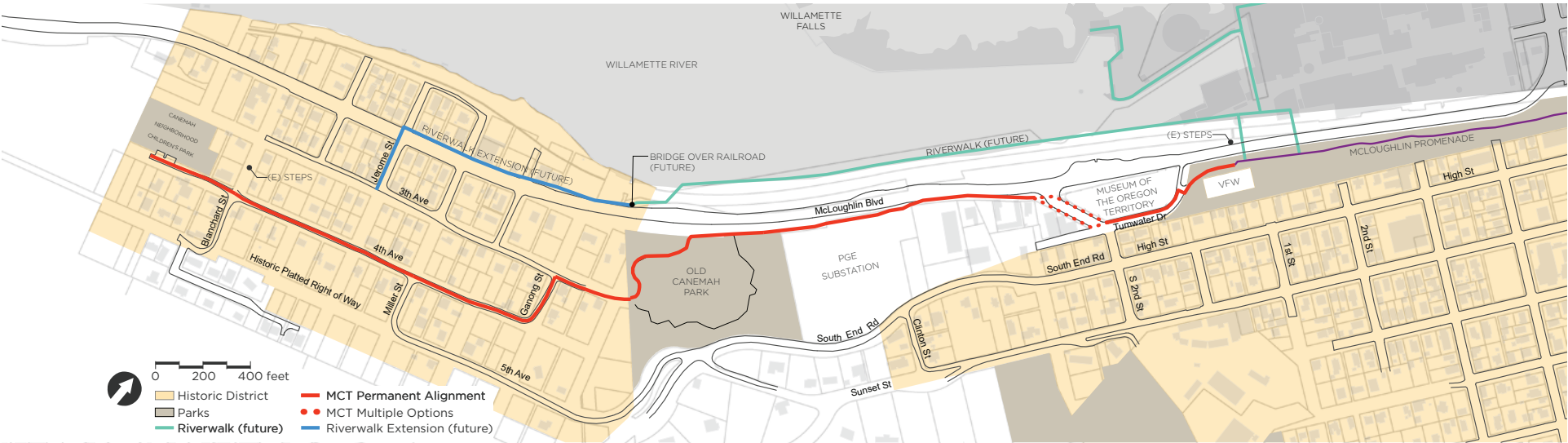
DESIGN ASSUMPTIONS - PERMANENT

- Modification of existing VFW driveway allows dedicated ped-bike connection to Tumwater Dr. Left turn from McLoughlin Blvd onto Tumwater Dr to be closed.
- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing of S 2nd Ave at Tumwater Drive or 99E re-designed for safety
- Trail can be installed along with future/expected development
- License agreement for use of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave. Speed limit reduced to 20 MPH.
- Cost estimate includes reinforcement at top of basalt cliff.

Interim Trail Alignment Recommendation



Permanent Trail Alignment Recommendation





INTRODUCTION

Project Goals and Objectives

For many years, Oregon City has envisioned safer connections between the Canemah and McLoughlin neighborhoods, the Willamette River and Willamette Falls, and celebrated parks that attract residents and visitors of all ages and abilities.

Currently, there are no safe and viable pedestrian or bicycle connections between the Canemah Neighborhood and the McLoughlin Promenade including to points north such as Jon Storm Park, Clackamette Park, and Downtown Oregon City. The McLoughlin-Canemah Trail (MCT) will provide these much needed pedestrian and bicycle connections for the community.

In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the MCT, a segment of the larger Oregon City Loop Trail. The City provided a local match through funding significant staff time and volunteer hours. The objective of the grant-funded trail plan project was to determine an alignment for a permanent trail, and to identify an Interim trail alignment and safety upgrades. While each entity in the partnership had priorities and reasons for supporting the project, the overall objectives were to create a safer pedestrian and bicycle route between two neighborhoods while connecting city amenities along the way.

Goals for this trail were developed based on the results of a survey taken by the project's Community Advisory Group members, and from conversations with group members and City staff. The Community Advisory Group approved the goals after its first meeting in July 2017. These goals were used to develop the trail alternatives and to evaluate the alternatives against each other. Goals are listed to the right.

Site Setting

Located in Oregon City approximately 15 miles southeast of downtown Portland, the McLoughlin-Canemah Trail study area northern trail-head is located approximately half a mile south of Downtown Oregon City.

Oregon City was established on the east bank of the Willamette River at Willamette Falls, the furthest upstream extent for tidal influence on the river, a historic fishing location for native peoples, and a major terminus for water-based navigability.

The local MCT study area includes just over 100 acres bounded by 2nd Street to the north, McLoughlin Blvd/Hwy 99E to the west, S. High St to the east, and the Canemah Neighborhood Children's Park to the south. Alignment alternatives connect and include portions of the McLoughlin Conservation District with the Canemah National Register Historic District between the McLoughlin Promenade and Canemah Neighborhood Children's Park.

Much of the study area is characterized by steep topography including basalt bluffs that line McLoughlin Blvd/Hwy 99E to the south. Willamette Falls lies to the northwest and offers high quality views to local residents and visitors, soon to become more accessible with the Willamette Falls Legacy Project.

There are several notable destinations nearby. Near the center of the study area, between the two historic districts, are located Three Rivers VFW Post 1324, the Museum of the Oregon Territory, and a Portland General Electric (PGE) substation. Old Canemah Park is also near the center of the study area and includes viewpoints of Willamette Falls, a rich forested area, interesting and variable topography, and opportunities for small gatherings.

Project Goals

The McLoughlin-Canemah Trail should...

- Provide an attractive route of travel for people walking and biking between the McLoughlin Promenade and Canemah Children's Park that connects residential areas, parks, and businesses.
- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations.
- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.
- Provide a trail design that is context-sensitive, particularly to the Canemah National Register Historic District, McLoughlin Promenade, and the McLoughlin Conservation District.
- Provide experiences and views of Willamette Falls.
- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor.
- Discourage criminal activity and provide a secure environment for all users.
- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future.
- Avoid use of private property in the Canemah National Register Historic District.

INTRODUCTION

Regional Context

By providing a safe and attractive connection to the McLoughlin Promenade, the MCT will also connect to the Willamette River Greenway Trail, McLoughlin Historic District Trail, Trolley Trail, Willamette Terrace walkway, and other destinations and points of interest in Oregon City.

Another connection that will be made possible as a result of the MCT is with the Willamette Falls Legacy Project and Riverwalk trail, which connects Oregon City to Willamette Falls.

Together, these trails will provide rich transportation and recreational opportunities for residents and visitors alike. In addition, just south of the Canemah Neighborhood Children's Park is Metro's 332 acre Canemah Bluff Natural Area. This natural area includes trails, overlooks, and captivating views of the Willamette River and Willamette Falls.

Environmental and Geotechnical Considerations

Approximately 40% of the study area is included in Oregon City's Natural Resources Overlay District (NROD), which is intended to protect habitats and associated functions of streams, riparian corridors, wetlands and the regulated wildlife found in the City. NROD provides a framework for the protection of Metro Titles 3 and 13 lands and addresses Stateside Planning Goal 5 within the City. Wetlands are the most notable element within the study area.

Nearly 85% of the study area is mapped by the Oregon Department of Geology and Mineral Industries (DOGAMI) as having potential geological hazards because of past landslides or steep slopes. These potential hazards are not a grave concern for many of the alternative alignment segments which follow existing paved roads. However, geotechnical and slope stability concerns are highest where new path construction would require fill on the downhill side of slopes over historic landslide deposits.

Relevant Projects and Plans

The City of Oregon City adopted a [Trails Master Plan](#) in 2004. That plan identified dozens of planned and proposed trails to create a trail network throughout the City. The Oregon City Loop Trail was identified as a regional trail within the Master Plan. As a regional trail, the Oregon City Loop Trail was envisioned as a wide shared use path to serve people walking and bicycling, people using mobility devices, and in some cases, equestrians. In the Master Plan, the McLoughlin-Canemah Trail (MCT) was also identified as a shared use path and links the Loop Trail to trails in the downtown area. The adoption process for this plan will update the Loop Trail concept to officially include the MCT and other connections.

In 2014, the City conducted an analysis identifying gaps in the sidewalk and trail network between the Promenade and the Canemah Children's Park. This internal work set the stage for the public planning process for the MCT.

The concept plan for the Willamette Falls Riverwalk, which will provide public access to Willamette Falls from downtown Oregon City, was finalized in June 2017. The Riverwalk includes a pedestrian bridge from the old Blue Heron Mill site up to the McLoughlin Promenade. While the concept plan presents several options for the exact location of that pedestrian bridge, all of them are located near the VFW building on the bluff. Adopted plans show the MCT connecting to the Promenade and the pedestrian bridge.

The Oregon City [Transportation System Plan](#), adopted in 2013, includes two shared use paths and family friendly routes within the MCT corridor, along with crossing improvements that could be part of the trail. The following TSP Projects are within the vicinity of the MCT.

Table 1. Oregon City 2013 TSP Projects within MCT Project Area

PROJECT NUMBER	PROJECT NAME	PROJECT EXTENT	DESCRIPTION	PRIORITY
S36	Tumwater-4th Shared-Use Path	Tumwater Dr to 4th Ave	Add a shared-use path through Old Canemah Park connecting 4th Ave to the Tumwater/South 2 nd intersection	Long-term
S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Ave to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street	Long-term Phase 2
C36	Pedestrian Crossing at Jerome St & 99E	OR 99E at Jerome St	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Rd	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5th Avenue, Blanchard Street, 4th Avenue, Ganong Street and 3rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2 nd Family Friendly Route	Waterboard Park to Tumwater and 4th St Shared Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2nd Street and Waterboard Park Road	Long-term Phase 4

Regional plans that include the MCT and/or the Oregon City Loop Trail include the Metro [Regional Transportation Plan](#) and [Regional Trails Plan](#).

INTRODUCTION

Important Agencies and Partners

Metro, the region's elected government agency, provides trails grants through its Parks and Nature department. Grants are funded through the bond measure that voters approved to create better access to nature and protect healthy habitat in and near the region.

Portland General Electric (PGE) operates a substation on its property within the trail corridor. The substation is located next to Old Canemah Park and there are existing pedestrian desire paths that cross through the PGE property to connect into the park.

The Oregon Department of Transportation (ODOT) owns and maintains McLoughlin Blvd/99E, which runs parallel to part of the trail corridor.

Clackamas County maintains much of the area's infrastructure including South End Road within the project area. Oregon City is the county seat.

Stakeholder and Public Engagement Summary

The McLoughlin-Canemah Trail will pass through an urban area with many neighbors and stakeholders. These include:

- The Three Rivers Veterans of Foreign Wars Post 1324 (VFW) building is located on the bluff at the junction with the McLoughlin Promenade, Willamette Falls Riverwalk, and McLoughlin-Canemah Trail.
- Clackamas County Historical Society (CCHS) operates the Museum of the Oregon Territory, which sits at the end of the Promenade next to the VFW and is an important destination along the future trail.
- The McLoughlin and Canemah neighborhoods both boast active neighborhood associations. McLoughlin encompasses the historic Promenade and includes some of Oregon City's oldest homes. Canemah encompasses the Canemah National Register Historic District, Old Canemah Park, Canemah Children's Park, and the Canemah Bluff Natural Area.
- Oregon City Trail Alliance (OCTA) is a nonprofit advocacy organization whose purpose is to support a strong network of walking and biking trails to expand options for walking, running, and cycling.
- The Oregon City Parks Foundation is a nonprofit formed to support maintenance and enhancement of Oregon City's parks and trails.

- Local businesses in the trail corridor are located along 99E near S. 2nd Street and include The Highland Stillhouse, Falls View Tavern, Bud's Towing, and Gerber Collision & Glass.
- Local residents in the area are potential future trail users and will be affected by the trail alignment and design.
- The City's standing committees for Historic Review, Natural Resources, Parks and Recreation, Transportation, and Citizen Involvement all have an interest in various facets of the trail plan.
- Downtown Oregon City Association (DOCA) is the stakeholder-steward of Downtown Oregon City, and aims to stimulate economic vitality and investment in the downtown and in Oregon City. DOCA sees trails and nature as an important part of the economic vitality of Oregon City.

Neighborhood and Committee Presentations

Project staff presented trail information and gathered input at meetings of the McLoughlin Neighborhood Association, Canemah Neighborhood Association, Parks and Recreation Advisory Committee, Transportation Advisory Committee, and the Historic Review Board.

Public Engagement Process

Table 2. Public Engagement Summary

PUBLIC EVENT OR MEETING	DATE	APPROXIMATE NUMBER OF ATTENDEES
Site Walk	06/27/2017	18
PGE Meeting	06/27/2017	8
ODOT Meeting	06/27/2017	6
Advisory Group Meeting #1	07/11/2017	18
Greenway for a Day	07/29/2017	80
Online Survey	07/29 - 08/07	56
Advisory Group Meeting #2	08/15/2017	18
Advisory Group Meeting #3	09/21/2017	15
McLoughlin Neighborhood Assoc.	09/07/2017	25
Canemah Neighborhood Assoc.	09/14/2017	15
Parks & Rec Advisory Committee	09/28/2017	10
Transportation Advisory Committee	10/17/2017	10
Historic Review Board	10/24/2017	10
Advisory Group Meeting #4	12/14/2017	25

Community Advisory Group

The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 18-member Community Advisory Group's purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment.

The Community Advisory Group began its work with a site walk on June 27, 2017. The group began at the VFW and crossed S 2nd St, walked along 99E, behind the PGE substation, and into Old Canemah Park, taking 4th Avenue to the Canemah Children's Park. They returned to the VFW using the Canemah staircase, 3rd Avenue, crossing 99E, and walking on the 99E boardwalk to the traffic light at S 2nd St. Along the way, the group stopped to discuss the opportunities and challenges of the various trail alignment options.



INTRODUCTION

Advisory Group Meetings

Over the course of three meetings, the Community Advisory Group crafted project goals, reviewed community input, evaluated various trail alignments, and arrived at consensus for a preferred trail alignment recommendation. Meeting notes are included in the Appendix.

Greenway for a Day

To gather input from residents and other future trail users, the project team organized a temporary trail event called Greenway for a Day on Saturday, July 29. The event invited citizens to experience existing conditions within the McLoughlin-Canemah Trail project corridor, to walk one of the trail alignment alternatives, and to provide comments about their experience and preferences.

Participants traveled from the Museum of the Oregon Territory to Canemah Children's Park, following the one-mile temporarily marked trail alignment. The event attracted approximately 70-80 participants over the four-hour event.

Stations were set up at the Museum of the Oregon Territory and Canemah Children's Park with surveys, games,

refreshments, maps of the alignment alternatives, and design toolbox boards showing a range of design strategies that could be employed within the trail corridor.

The project team received 56 survey responses which included the following highlights.

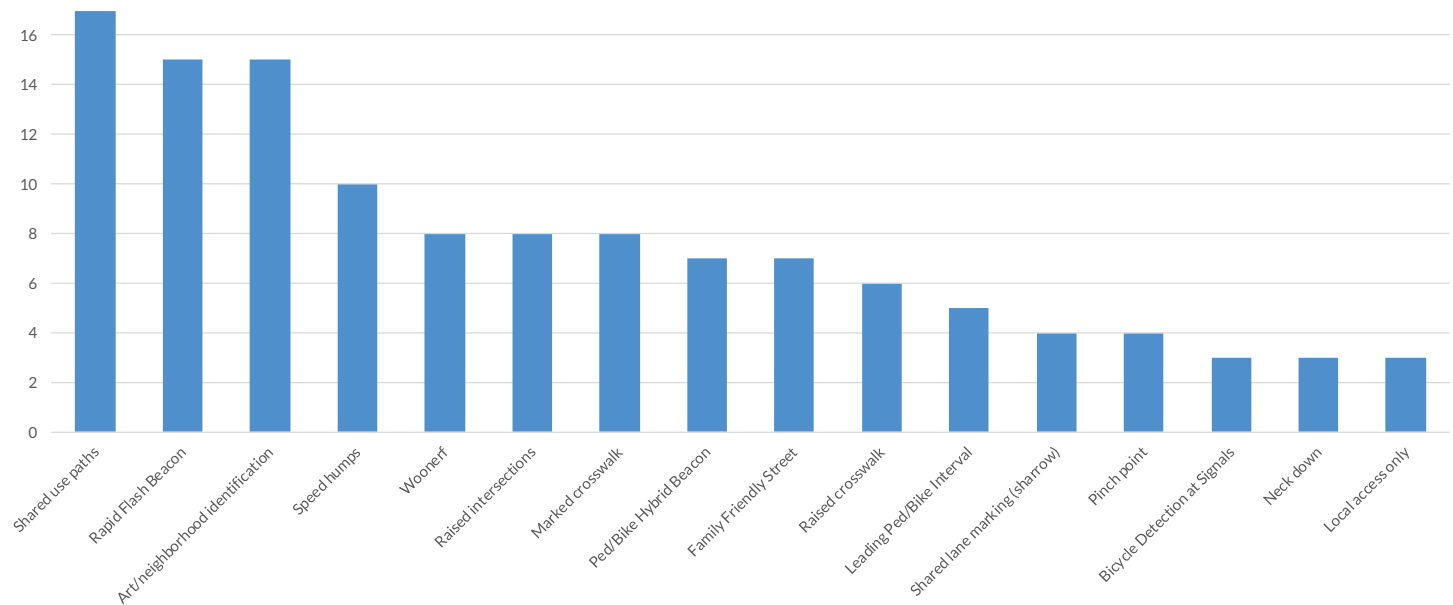
- Most participants reported that the best part of the trail experience was Old Canemah Park.
- People liked the access to nature and the view of Willamette Falls from the heavily wooded park.
- Many people identified the least favorite part of the experience as being the portion along 99E. Some comments mentioned the existing gravel path, others mentioned the traffic, and others mentioned concern for safety of that segment.
- Participants pointed out that there is currently not a safe and reasonable route for riding a bicycle between the Canemah Historic District/Children's Park and the Museum of the Oregon Territory area. This is a critical need especially as more families who want to commute to downtown Oregon City move to the neighborhood. The steep grades on Ganong Street between 3rd and 4th are challenging for cyclists and McLoughlin Blvd is unsafe

in its current condition. South End Road potentially offers the best route for cyclists but only if width could be increased, traffic calmed, and travel speeds significantly decreased to provide safe facilities for cycling.

- Many participants mentioned a need for traffic calming on sections where people walking and biking would share the roadway with vehicles. Many felt uncomfortable walking adjacent to McLoughlin Blvd without any kind of protection or buffer.
- Participants mentioned that there is a general need for trail and park wayfinding in Oregon City and that wayfinding for this project (with its many alignment jogs) will need special consideration. Specifically, people noted that a sign would be needed at Ganong Street to direct users to 4th Street to avoid the stairway on 3rd Street. The stairway entrance should also be better defined, if it is to be part of the trail alignment.

The graph below summarizes participants support for safety toolkit options presented at Greenway for a Day (Figure 1). Full survey results from the Greenway for a Day can be found in the Appendices of this report.

Figure 1. Public Support for Selected Traffic Calming Strategies



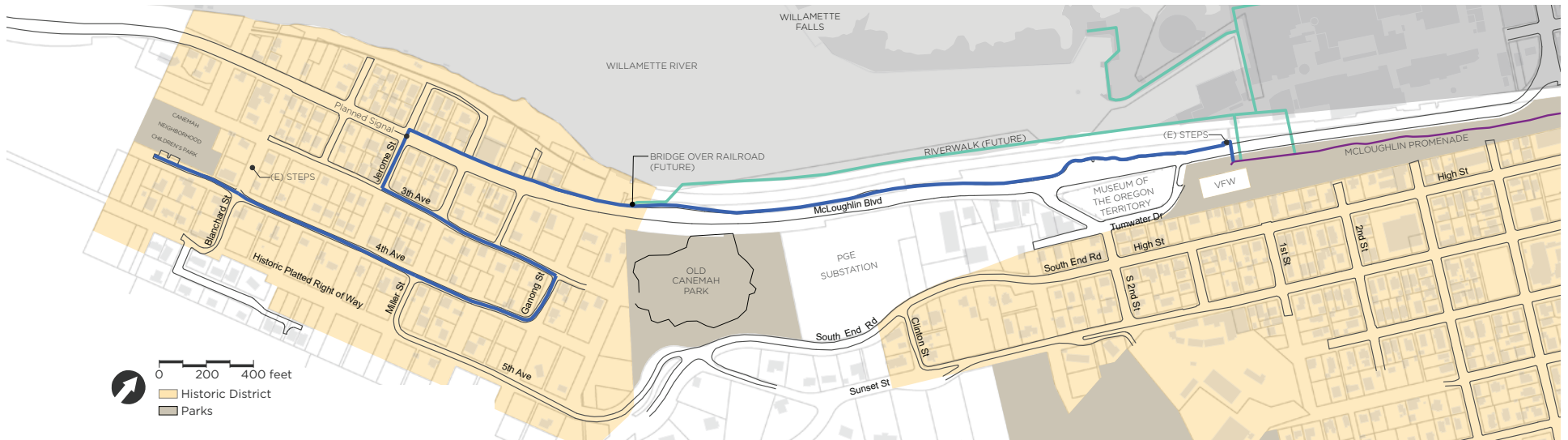
Advisory Group Roster

- Canemah Neighborhood Association
- McLoughlin Neighborhood Association
- Portland General Electric
- Oregon Dept. Of Transportation
- Metro
- Veterans of Foreign Wars (VFW)
- Citizen Involvement Committee
- Natural Resources Committee
- Transportation Advisory Committee
- Parks and Rec Advisory Committee
- Oregon City Trail Alliance or local trail advocate
- Area Property Owners/Residents (multiple)



ALIGNMENT ALTERNATIVES EVALUATION

ALIGNMENT ALTERNATIVES EVALUATION - DESCRIPTION - "A"



SUMMARY DESCRIPTION

Alignment - A (1.25 miles) begins at the McLoughlin Promenade, crosses the pedestrian bridge from the VFW over McLoughlin Blvd, and follows the McLoughlin Blvd sidewalks and boardwalk southwest to Jerome St. After crossing Jerome St, the trail continues into the Canemah Neighborhood via 3rd and 4th avenues.

DESIGN ASSUMPTIONS

- Requires expanding the existing sidewalk and boardwalk on the west side of McLoughlin Blvd from Jerome St to South 2nd St
- Traffic calming, signs, and pavement markings for Family Friendly Street on Jerome St, 3rd Ave, Ganong St, and 4th Ave
- Cost estimates do not include ROW acquisition or McLoughlin pedestrian bridge improvements at the VFW

OPPORTUNITIES












- Boardwalk offers an intimate connection with Willamette Falls
- Alignment along roadway is highly visible
- Minimizes environmental impacts

CONSTRAINTS

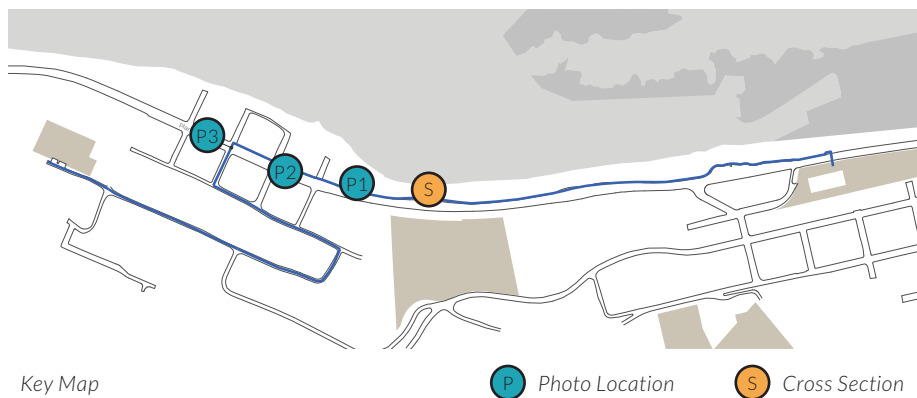
- Lacks a direct connection to Old Canemah Park
- Existing boardwalk is in disrepair, expensive to re-construct
- The experience along McLoughlin traffic can be uncomfortable
- Would require widening sidewalk within constrained ODOT right of way
- Out of direction travel

EVALUATION MATRIX

○ Not Advisable ◐ Major Constraint ◑ Moderate Constraints ◒ Minor Constraints ● Optimal

QUALITY			SAFETY		PROPERTY		CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS		
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
											\$4.0 - \$4.5 M	Not Recommended	Not Recommended

ALIGNMENT ALTERNATIVES EVALUATION - EXISTING CONDITIONS - "A"



P-1 | McLoughlin Blvd boardwalk, looking north

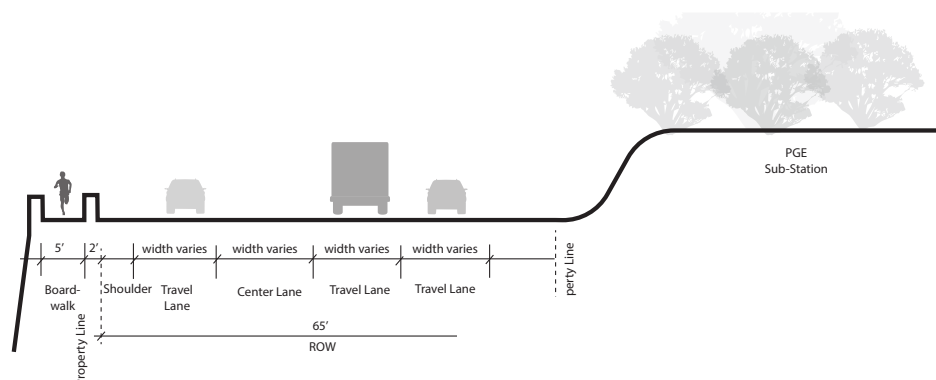


P-2 | McLoughlin Blvd sidepath, looking north

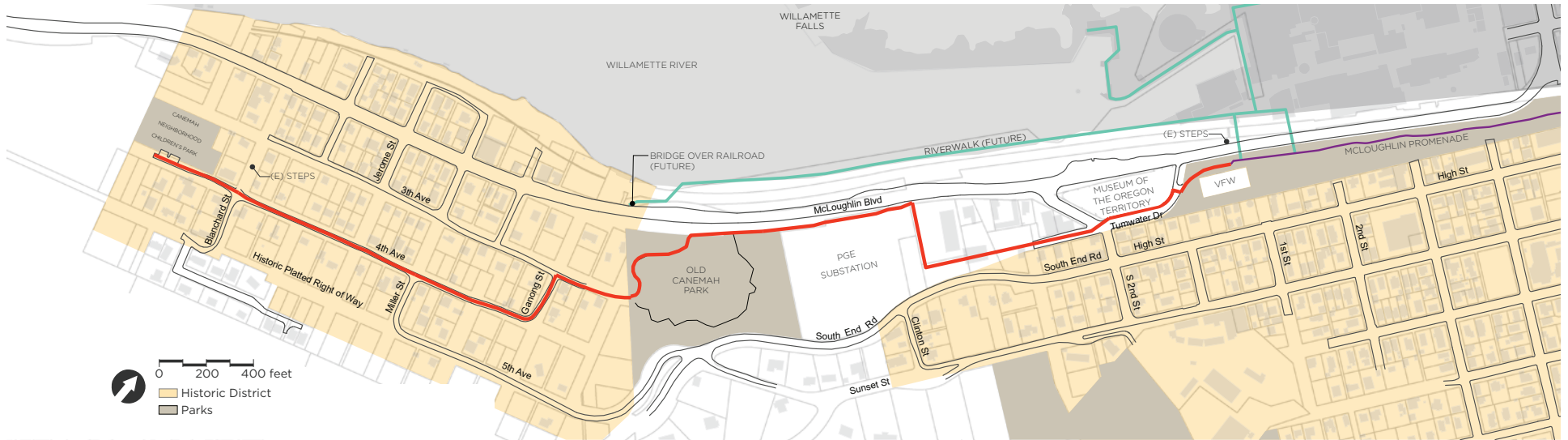


P-3 | McLoughlin Blvd crossing at Jerome St, looking south

Existing Cross Section



ALIGNMENT ALTERNATIVES EVALUATION - DESCRIPTION - "B"



SUMMARY DESCRIPTION

Alignment - B (0.95 miles) begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest until reaching Portland General Electric (PGE) substation property. From PGE, the trail connects to Old Canemah Park and into the Canemah National Register District neighborhood. The route follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

DESIGN ASSUMPTIONS

- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing at S 2nd Ave and Tumwater Drive re-designed for safety
- New multi-use path along edge of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave
- Cost estimate includes reinforcement at top of basalt cliff

OPPORTUNITIES:

- Offers direct connections between neighborhoods and parks
- High quality views of Willamette Falls
- Few environmental impacts

CONSTRAINTS:

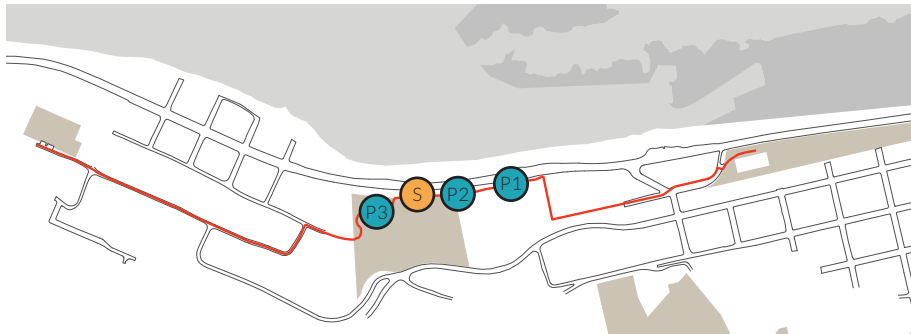
- Segment along McLoughlin Blvd has significant roadway width constraint
- Alignment using the existing VFW driveway assumes a modified automobile entrance to the VFW to/from S 1st St

EVALUATION MATRIX

○ Not Advisable ◐ Major Constraint ◑ Moderate Constraints ◒ Minor Constraints ● Optimal

QUALITY			SAFETY		PROPERTY		CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS		
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
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ALIGNMENT ALTERNATIVES EVALUATION - EXISTING CONDITIONS - "B"



Key Map

P Photo Location **S** Cross Section



P-1 | McLoughlin Blvd, between S. 2nd and PGE Substation

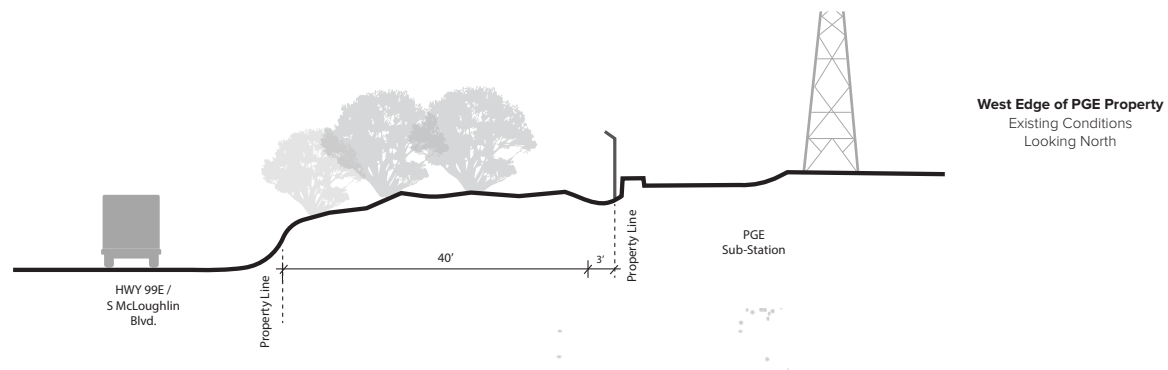


P-2 | Willamette Falls view from Old Canemah Park

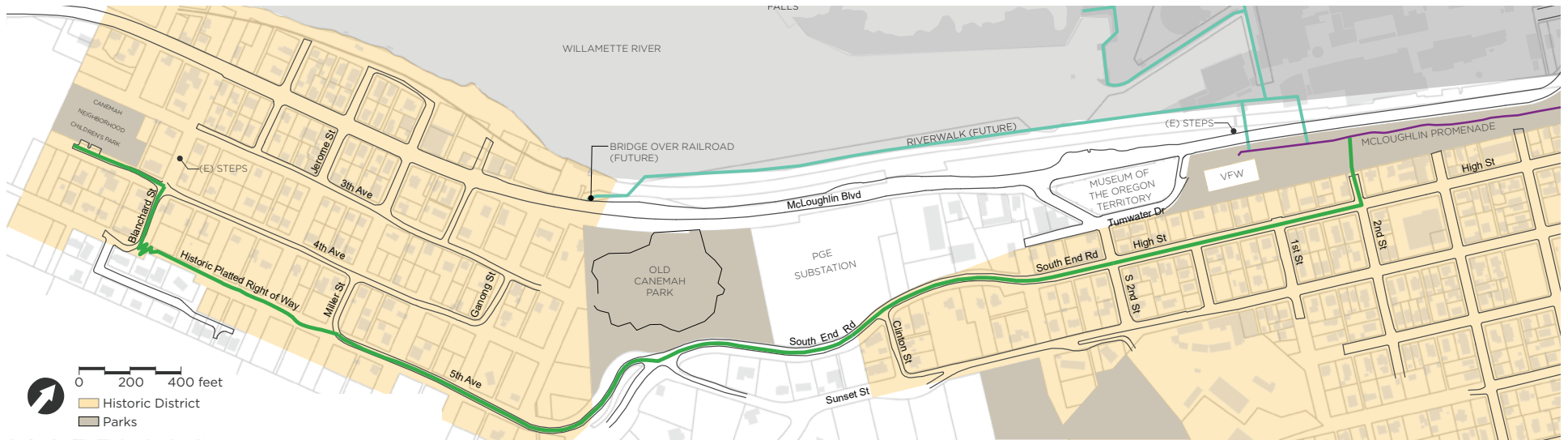


P-3 | Old Canemah Park trail

Existing Cross Section



ALIGNMENT ALTERNATIVES EVALUATION - DESCRIPTION - "C"



SUMMARY DESCRIPTION

Alignment - C (1.1 miles) begins at the McLoughlin Promenade at 2nd St and follows S High St to the southwest as High Street transitions to South End Road. It continues on 5th Ave, includes a historic Right of Way extension between Miller St and Blanchard St, and connects to Canemah Neighborhood Children's Park via 4th Ave.

DESIGN ASSUMPTIONS

- Shared roadway for cyclists on High St between 2nd St and S 2nd St
- Widens High St (S 2nd to Sunset St) to provide minimum side path width
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 5th Ave to Miller St and from Blanchard St to Canemah Neighborhood Children's Park
- Shared use path on City right of way between Miller St and Blanchard St
- Cost estimates include retaining wall and minor basalt excavation; does not include traffic signal at S 2nd St

OPPORTUNITIES

- Most slopes are comfortable for people walking and biking
- Provides access on South End Rd for people walking and biking

CONSTRAINTS

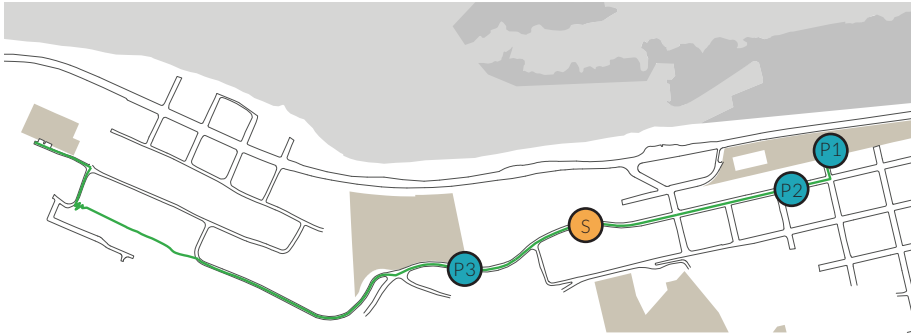
- Doesn't connect neighborhoods to Old Canemah Park
- Few or no views of Willamette Falls
- Width constraints along S. High Street could be cost-prohibitive
- Segment between Miller St and Blanchard St to be built on former land slide area with geotechnical concerns

EVALUATION MATRIX

○ Not Advisable ◐ Major Constraint ◑ Moderate Constraints ◒ Minor Constraints ● Optimal

QUALITY			SAFETY		PROPERTY		CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS		
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
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ALIGNMENT ALTERNATIVES EVALUATION - EXISTING CONDITIONS - "C"



Key Map

P Photo Location **S** Cross Section



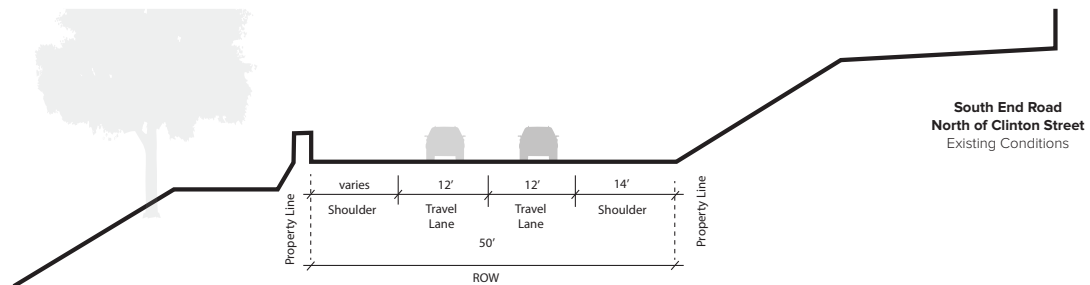
P-1 | 2nd Ave connection from McLoughlin Promenade



P-2 | S High Street, south of 2nd Ave



P-3 | S. High Street, existing shoulder



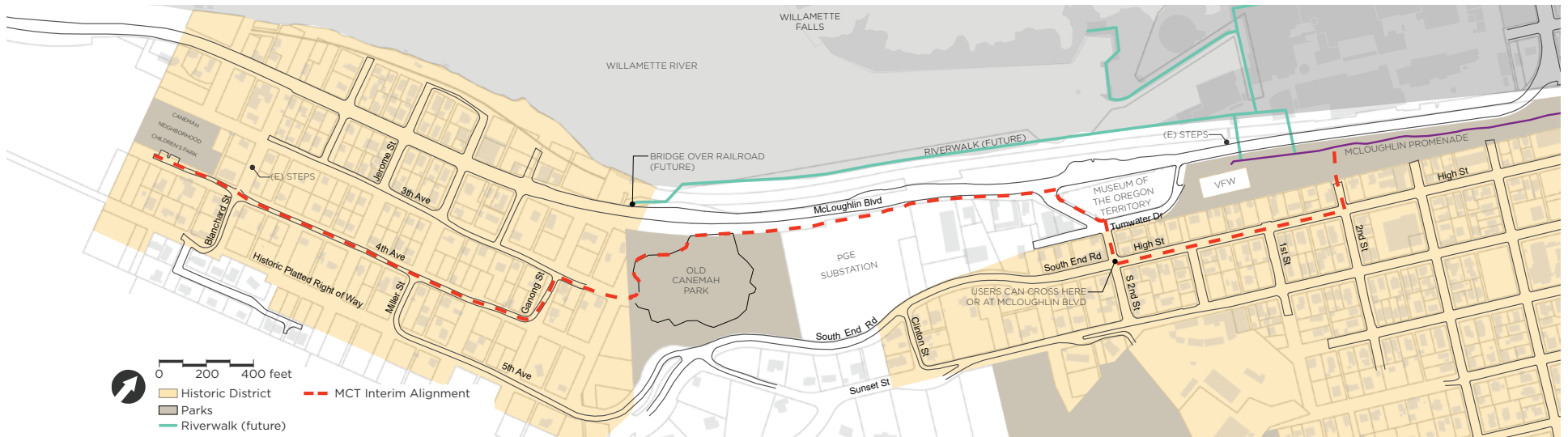
Existing Cross Section

IV.

PREFERRED TRAIL ALIGNMENT

THE PREFERRED ALIGNMENT FOR THE MCLOUGHLIN-CANEMAH TRAIL
INCLUDES BOTH AN INTERIM ALIGNMENT AND A PERMANENT ALIGNMENT,
SHOWN ON THE FOLLOWING PAGES

Interim Trail Alignment Recommendation



SUMMARY DESCRIPTION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd St to High St. From there, the trail turns onto S. 2nd St and continues west to McLoughlin Blvd/Hwy 99E. Using the exiting traffic signal crossing, the trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

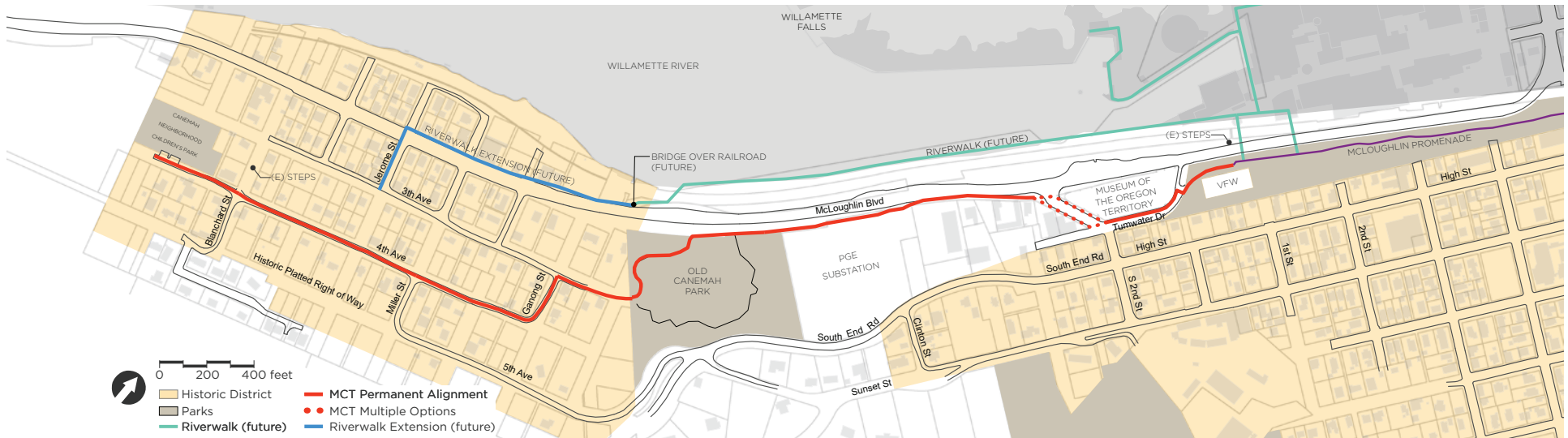
From the PGE substation, the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

DESIGN ASSUMPTIONS

- Wayfinding, shared use signage and pavement markings on High St
- Widen sidewalk on South 2nd St from High St to McLoughlin Blvd, and on McLoughlin Blvd between the PGE substation and South 2nd St
- New multi-use path along edge of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Reinforcement at top of basalt cliff along McLoughlin Blvd
- Add connection between McLoughlin Promenade and High St

PREFERRED TRAIL ALIGNMENT

Permanent Trail Alignment Recommendation



SUMMARY DESCRIPTION

The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest along McLoughlin Blvd until reaching Portland General Electric (PGE) substation property.

From the PGE substation, the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

In the long term, when the Riverwalk is extended to Canemah, an additional trail segment should be considered to link the Riverwalk to Canemah and complete a loop. This segment would include a Jerome Street crossing. Speed control along McLoughlin Blvd/Hwy 99E is recommended as well.

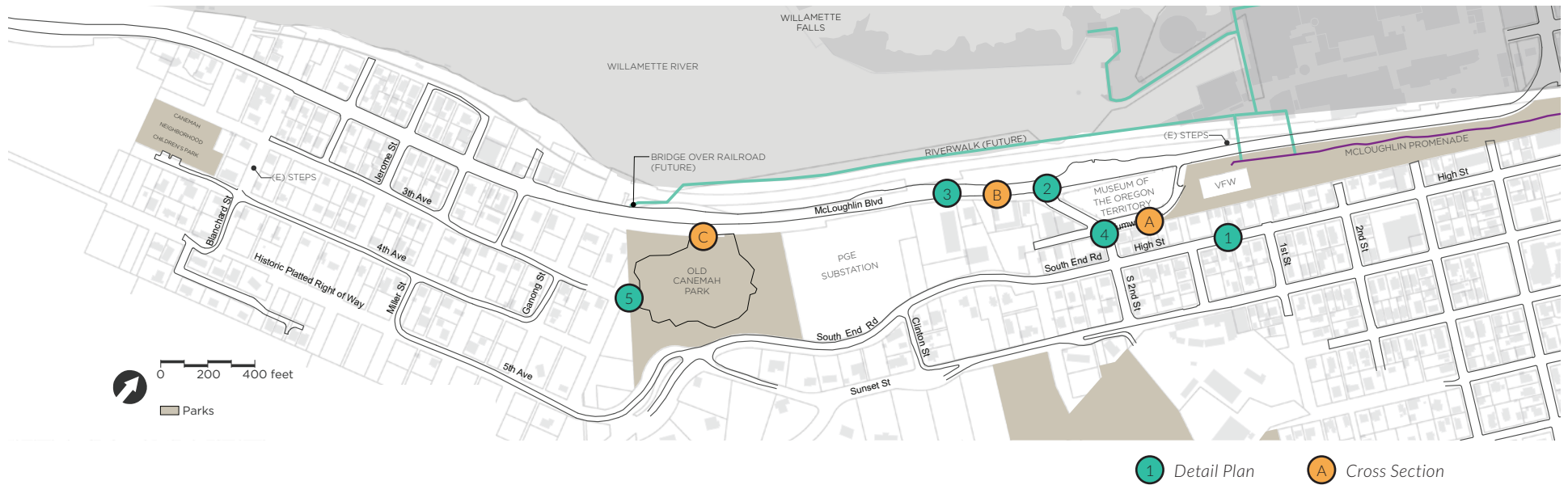
DESIGN ASSUMPTIONS

- Modification of existing VFW driveway allows dedicated ped-bike connection to Tumwater Dr. Left turn from McLoughlin Blvd onto Tumwater Dr to be closed.
- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing of S 2nd Ave at Tumwater Drive or 99E re-designed for safety (see example on p. 43).
- Trail can be installed along with future/expected development.
- License agreement for use of PGE substation property.
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave. Speed limit reduced to 20 MPH.
- Cost estimate includes reinforcement at top of basalt cliff.



TYPICAL CROSS SECTIONS & DESIGN FEATURES

KEY MAP: Typical Cross Sections & Design Features



The McLoughlin-Canemah Trail passes through several unique areas with diverse existing conditions that each require specific trail design treatments and approaches. In the following pages, typical cross sections are shown for several of these locations as well as Design Intent level plans showing recommended on and off street intersection or crossing improvements.

Typical Cross Sections

- A** Tumwater Drive (north of S. 2nd Street) - [Typical Section](#)
- B** McLoughlin Blvd/99E - [Typical Section](#)
- C** Old Canemah Park Trail - [Typical Section](#)

Detail Plans - Intersection/Crossing/Roadway Improvements

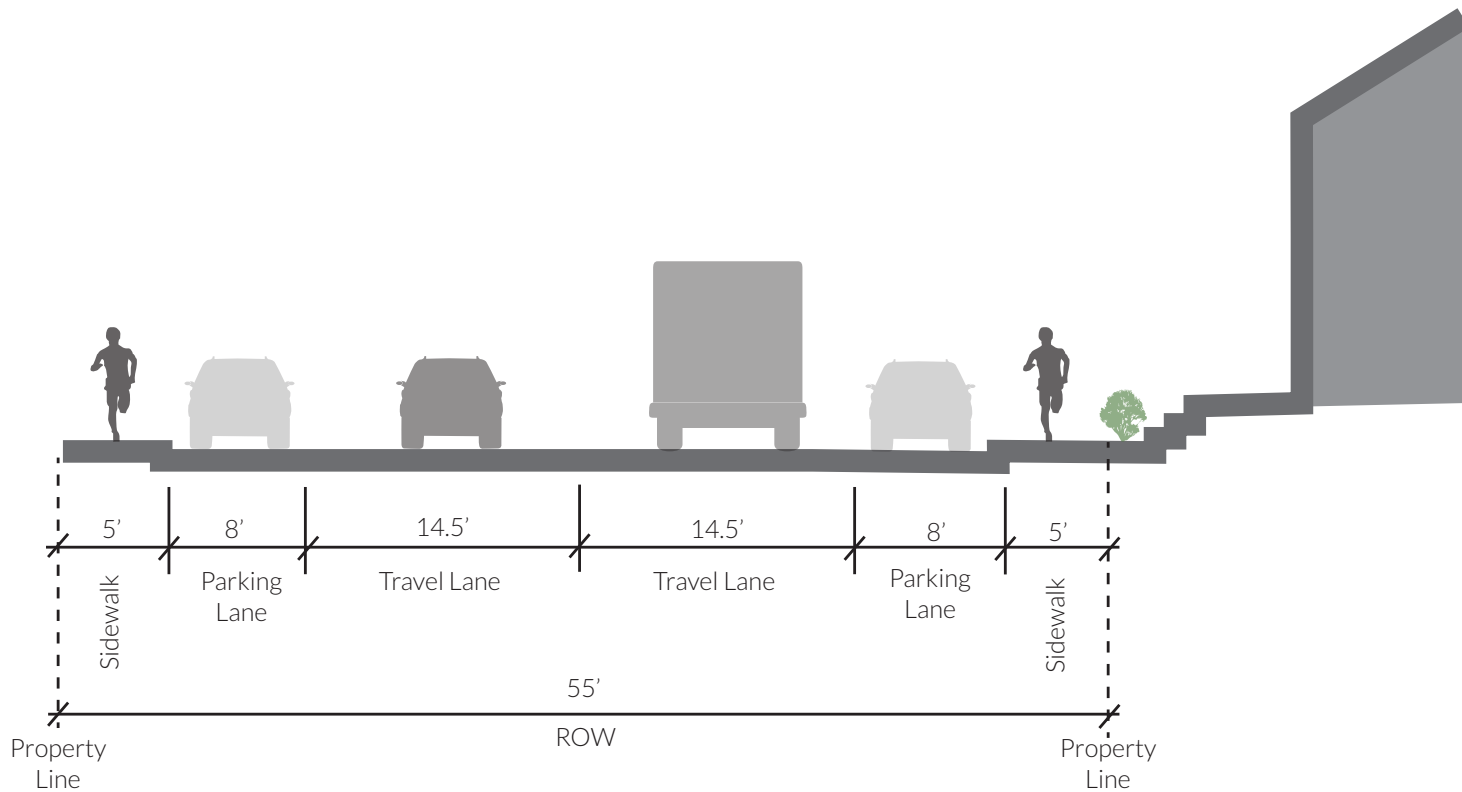
- 1** High Street - Interim Trail Existing Conditions and Proposed Design
- 2** S.2nd Street & McLoughlin Blvd / 99E Crosswalk
- 3** McLoughlin Blvd / 99E - Interim Trail Precedents and Proposed Design
- 4** S. 2nd Street & Tumwater Intersection Treatment - [Plan](#)
- 5** Old Canemah Park West Entrance Crossing - [Plan](#)





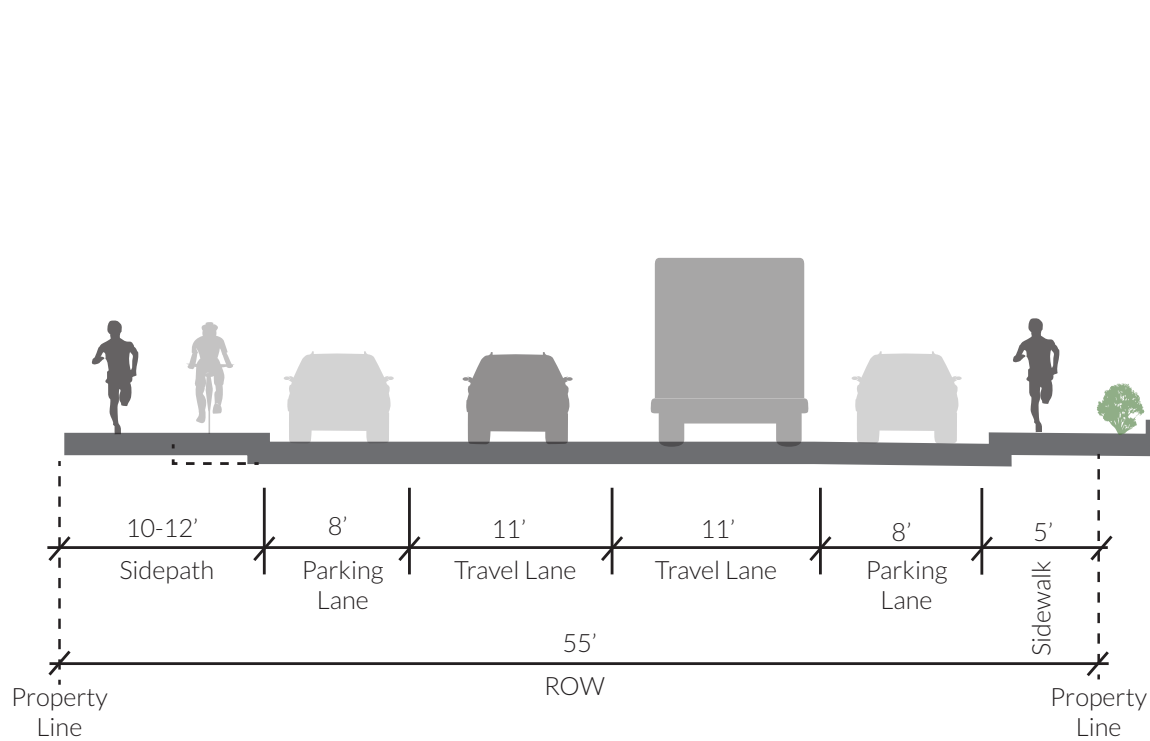
Tumwater Drive (north of S. 2nd Street), Existing Conditions

Tumwater Drive consists of a 55' right-of-way with substantial (14.5') travel lanes, two parking lanes, and two 5' sidewalks. There is a commercial property to the west side of the street and residential to the east.



Tumwater Drive (north of S. 2nd Street), Proposed Design

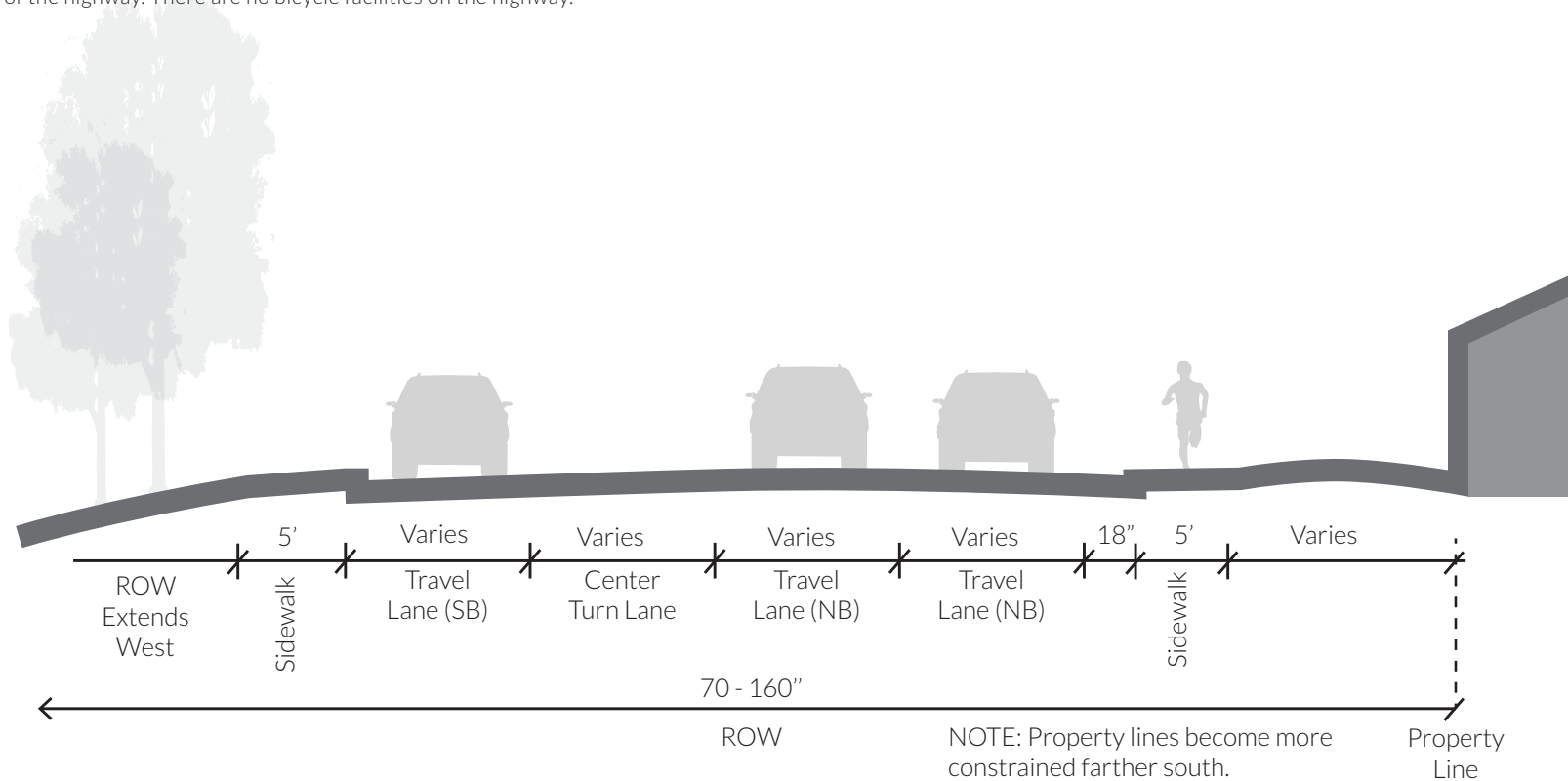
The proposed design for Tumwater Drive narrows the travel lanes to 11' to provide space for a 12' elevated side-path on the west side of the street. This new multi-use side-path allows space for both pedestrians and bicyclists.





McLoughlin Blvd/99E, Existing Conditions

McLoughlin Blvd/99E consists of a 140' right-of-way with a landscaped buffer to the west and commercial property to the east. There are two 5' sidewalks, one south-bound travel lane, a center turn lane, and two north-bound travel lanes. Distance varies between the sidewalk and the property line on the east side of the street. The sidewalk ends at 102 S McLoughlin Blvd and there are no pedestrian facilities continuing south along the upland side of the highway. There are no bicycle facilities on the highway.

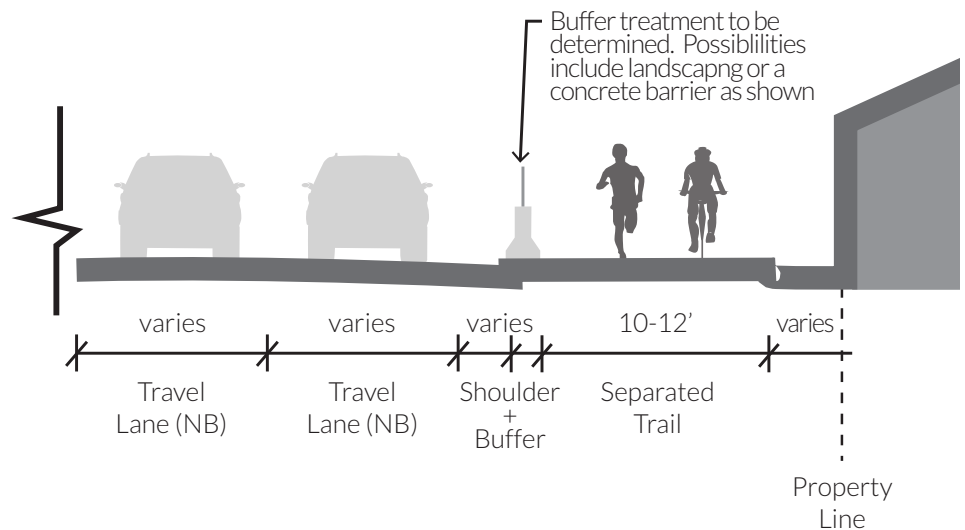


McLoughlin Blvd/99E, Proposed Design

The proposed design for McLoughlin Blvd/99E protects MCT users by providing a buffer of landscaping or potentially a vertical barrier, such as a concrete jersey barrier, between the travel lanes and the trail. The 10-12' trail replaces the existing sidewalk (depending on location). The design will require further refinement and a design exception(s) from ODOT standards.



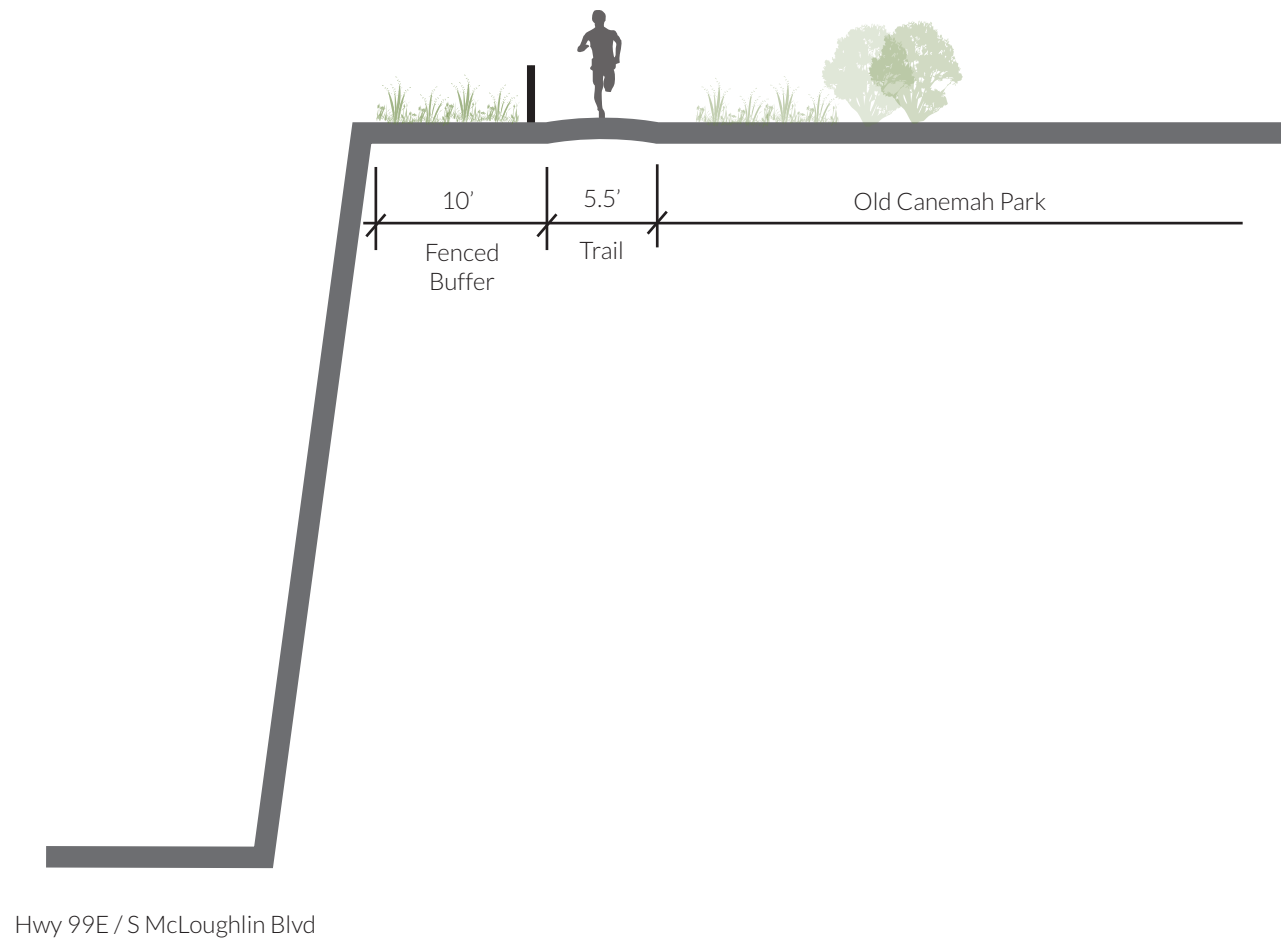
ODOT facility near Portland Expo Center showing protected sidepath w/ shoulder and concrete barrier. A similar facility could potentially be provided along McLoughlin Blvd.





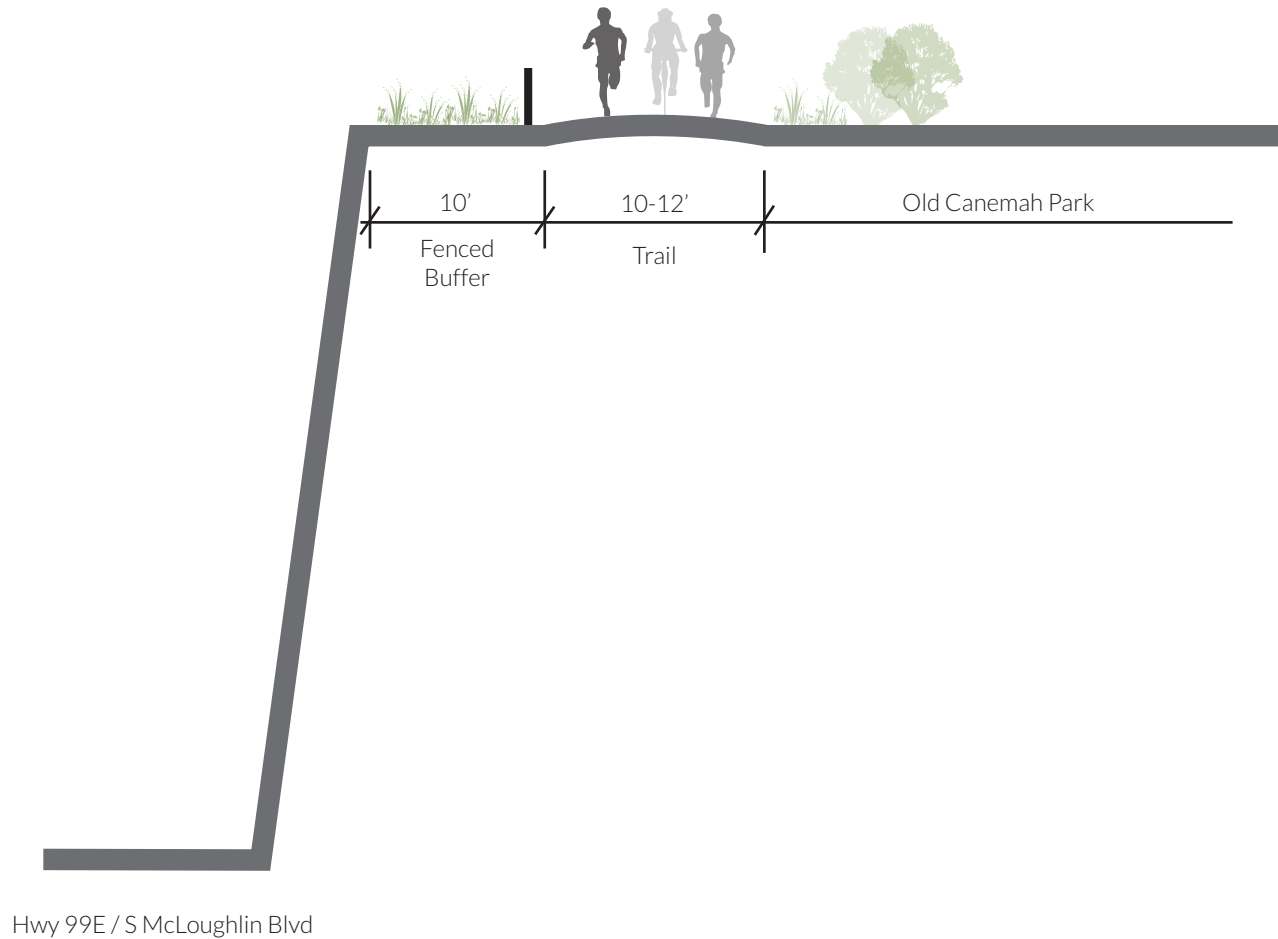
Old Canemah Park Trail, Existing Conditions

Old Canemah Park currently has a 5'-6" paved trail that weaves through the park. Along the basalt cliffs above McLoughlin Blvd/99E, the trail is buffered by a fence and vegetation.



Old Canemah Park Trail, Proposed Design

The McLoughlin-Canemah Trail would expand the existing path to the southeast to provide a 10-12' multi-use trail. The existing fence and vegetated buffer are maintained.



1

Interim Trail Existing Conditions and Proposed Design

Along High Street, the existing sidewalk will provide pedestrian access. Along the street, shared lane markings will indicate the cycling route for the interim trail.



2

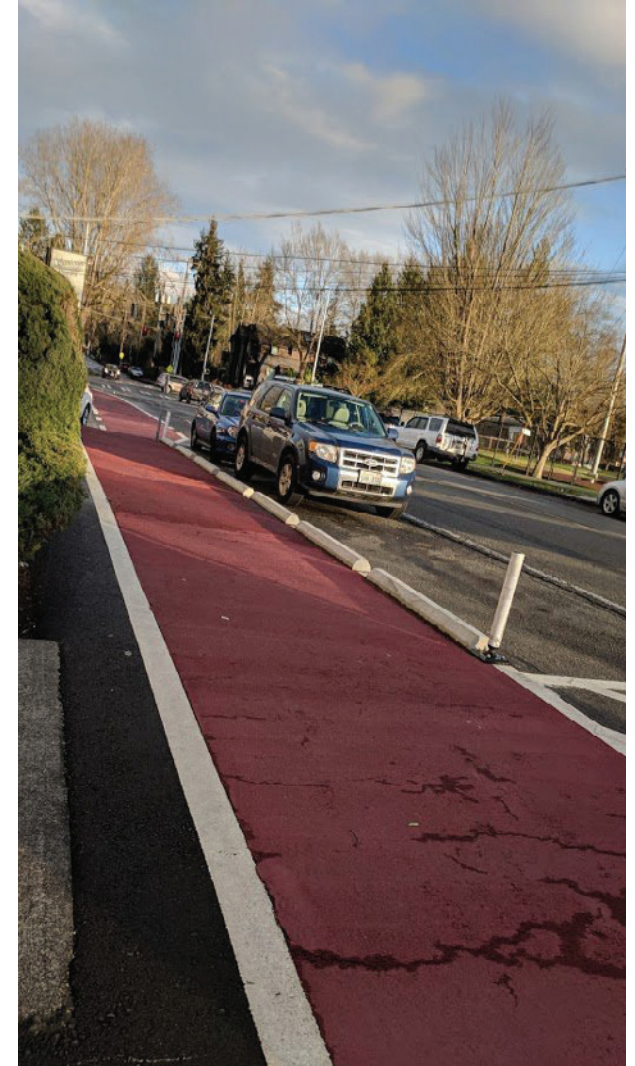
The crosswalk at South 2nd and 99E will be used for the interim trail, unless users choose to cross at High Street, where a four-way stop exists.



3

Interim Trail Precedents and Proposed Design

The interim trail along McLoughlin Blvd / 99E could utilize paint to indicate a walking area in the existing roadway shoulder. These examples in Seattle show how paint can define a pedestrian space or driveway crossing. On the left, driveway crossings are highlighted with bright paint to alert both drivers and bicyclists of a potential conflict zone.



4

S. 2nd & Tumwater Intersection Treatment



To provide an adequate trail facility for the **Interim Alignment** that connects between Tumwater Dr and McLoughlin Blvd, it is recommended that the right turn lane on S. 2nd St be reduced (re-striped) from 15' to 11'. This would allow the 6' sidewalk on the north side of S. 2nd St to be widened to 10'.

Because S. 2nd St is a bus route, it is important that any design changes made to accommodate the McLoughlin-Canemah Trail not interfere with bus operations.

Analysis using AutoTurn within an AutoCAD Civil 3D environment suggests that reducing the right turn lane width to 11' would not prevent buses from making the right turn from S. 2nd Street onto McLoughlin Blvd. However, Trimet should be engaged as a project stakeholder early in the MCT implementation process to test any proposed design in the field using an actual bus.

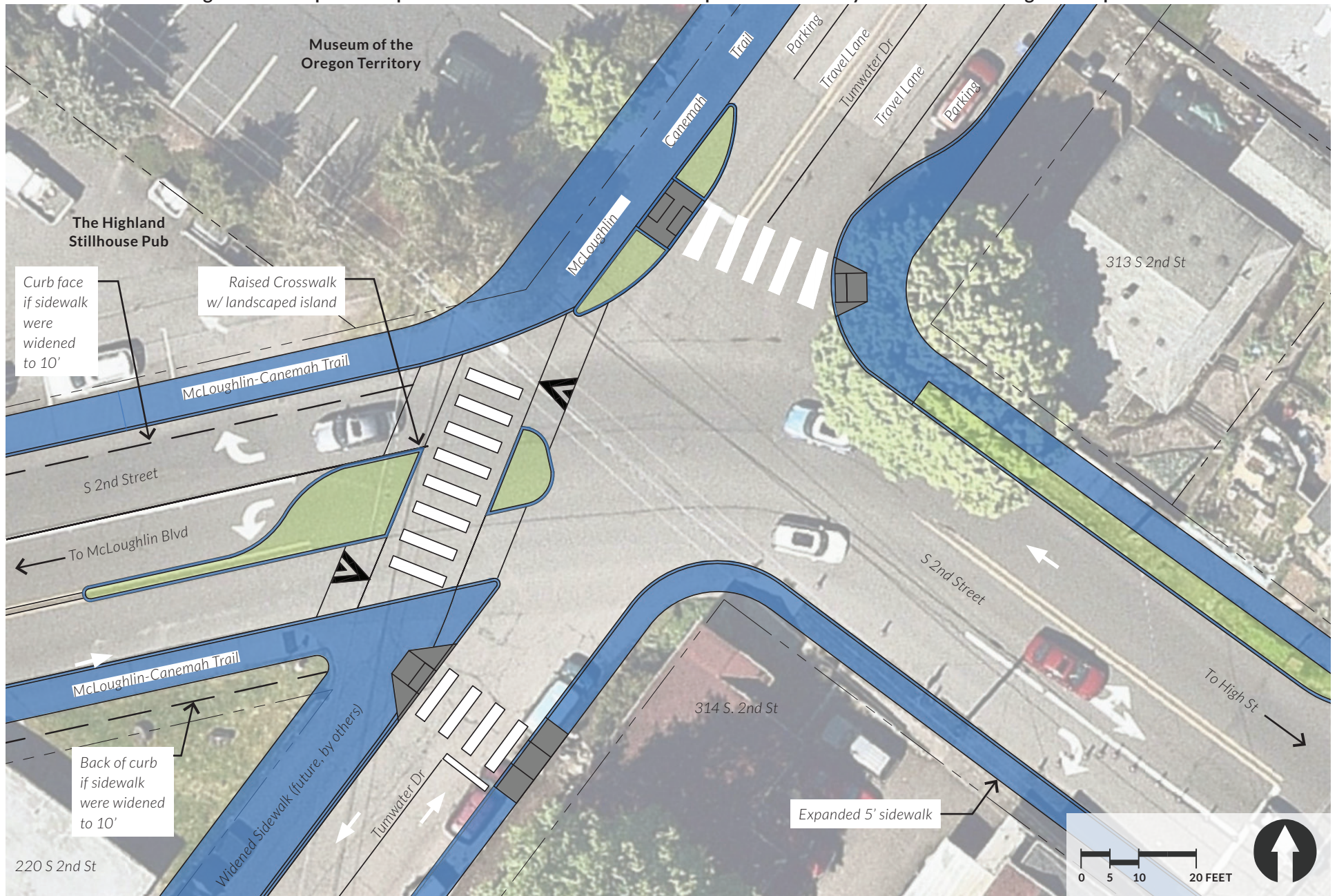
As part of the **Permanent Alignment** implementation, the intersection at S. 2nd Street and Tumwater Drive requires safety improvements if the south side of S. 2nd Street is used to connect to McLoughlin Blvd/Hwy 99E.

Assuming a single paved path on the west/north side of Tumwater Drive along the Museum of the Oregon Territory parking lot, the following intersection design treatments are recommended:

- Raised crosswalk with a landscaped island on S. 2nd Street. This will calm traffic, serve as a gateway threshold for traffic calming into the city from McLoughlin Blvd/Hwy 99E, and will shorten the crossing distance for trail users.
- Curb ramps with a marked crosswalk on the south segment of Tumwater Drive.

TYPICAL CROSS SECTIONS & DESIGN FEATURES

Diagrammatic depiction of potential intersection treatments. Requires further analysis and detailed design development.



5

Old Canemah Park Trail, West Entrance and Canemah Neighborhood



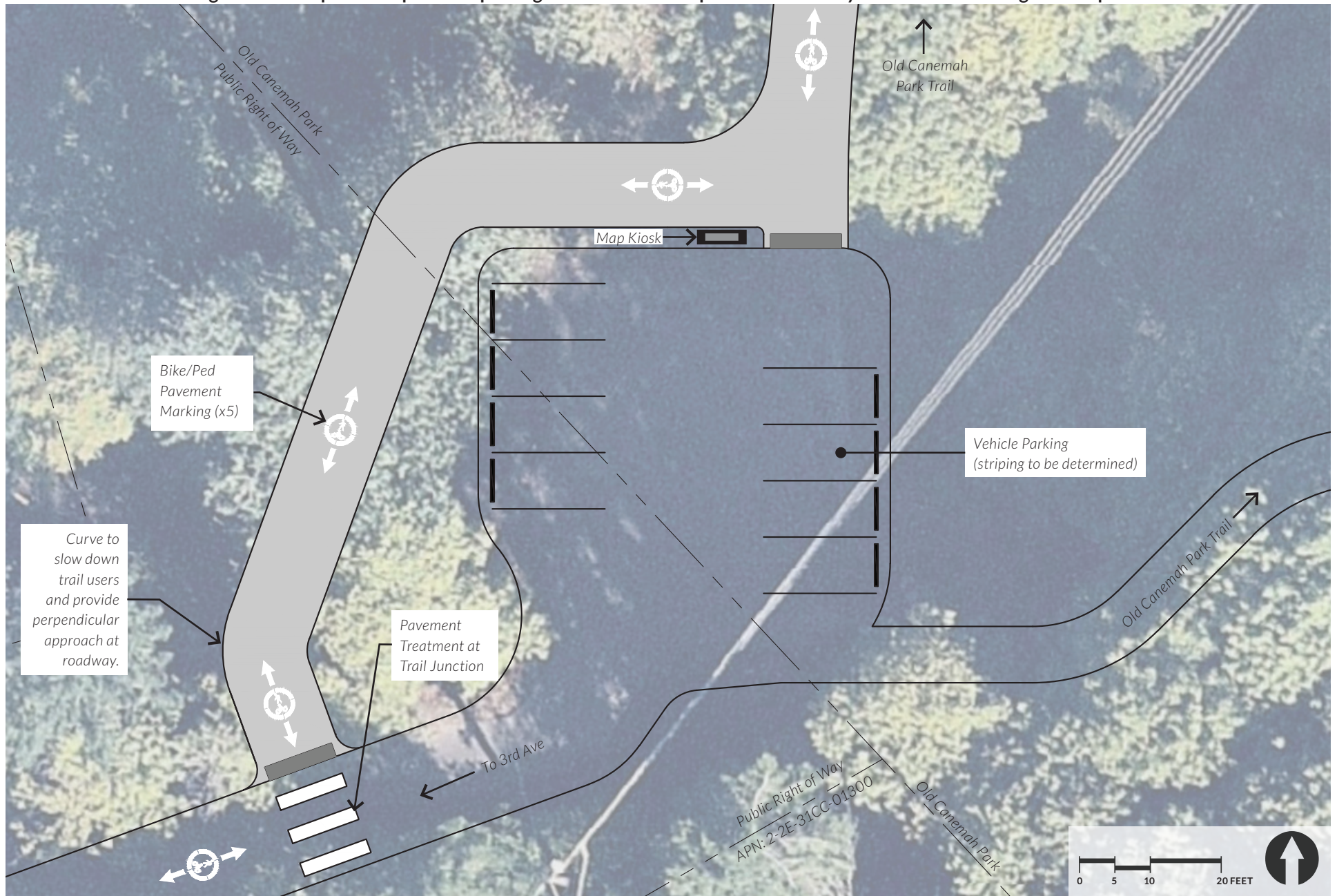
The following treatments are recommended to increase comfort, safety, and accessibility for trail users as they pass through the parking lot of Old Canemah Park:

- Design the 10-12' path offset from the western edge of the parking lot to connect the park trail segment with 3rd Ave while avoiding vehicle conflicts.
- While a conceptual path is shown here, future detailed design should respond to the approximate 20% cross slopes, NROD overlays, and geotechnical constraints present in this area.
- Pedestrian/bicycle pavement markings placed at decision points communicate intended use of the space to both trail users and motorists. Dashed white lines delineate shared space for trail users and motorists on the roadway.
- A wayfinding map kiosk located close to the trail will serve to inform visitors about the larger trail network and its connections, help guide trail users along the correct route, and highlight potential destinations that trail users might be interested in.

As the MCT continues through the Canemah Neighborhood along 3rd Ave, Ganong St, and 4th Ave, similar approaches are recommended to delineate space including shared-use pavement markings, shared-use signage, and wayfinding signage.

TYPICAL CROSS SECTIONS & DESIGN FEATURES

Diagrammatic depiction of potential parking lot treatments. Requires further analysis and detailed design development.



Next Steps and Implementation

The adoption of the McLoughlin-Canemah Trail Plan will amend the City's Parks Master Plan, Trails Master Plan, and Transportation System Plan to reflect the trail plan and add and refine capital project lists. The adoption process includes meetings with the Transportation Advisory Committee (TAC), Parks and Recreation Advisory Committee (PRAC), and hearings before the planning Commission and City Commission.

City staff, with the help of stakeholders, will identify internal resources and apply for additional grant funds to implement the trail. Potential funding sources include Parks System Development Charges, Transportation System Development Charges, and state grants such as Connect Oregon and ODOT Enhance. Next steps are described in the table below.

The MCT Advisory Group also recommends that the PRAC review and update the overall Trails Master Plan, which was originally adopted in 2004.



Table 3. Implementation Priorities

NO.	TASK	PRIORITY / TIMEFRAME	RESPONSIBILITY
1	Pursue 20 MPH speed limit in Canemah neighborhood	1	Planning, Public Works
2	Design/implement Tumwater Drive closure	1	Planning, Public Works, ODOT
3	Explore interim improvements to 99E	1	Planning, Public Works, ODOT
4	Outreach to Canemah neighbors, add street markings within Canemah	1	Planning, Public Works, Historic Review Board
5	High Street bike route striping	1 (with 2018 resurfacing)	Planning, Public Works
6	Obtain a survey of the trail alignment area	2	Parks and Rec with coordination from PGE
7	Conduct study of S. 2nd Street pedestrian crossing options	2	Public Works, Planning, ODOT
8	Develop a trail signage plan	2	Parks and Rec, Public Works
9	Apply for grants for trail construction	2	All stakeholders, especially groups with nonprofit status
10	Construct interim trail improvements	2	Parks and Rec, Public Works, stakeholder volunteers, with coordination from PGE and ODOT
10	Explore and design VFW driveway changes	2	Parks and Rec, VFW
11	Construct permanent trail improvements	3	Parks and Rec, Public Works, with coordination from PGE and private development

VI.

APPENDIX 1 - GEOTECHNICAL REPORT



TECHNICAL MEMORANDUM

To: Mary Stewart / Alta Planning and Design

From: Alan P. Bean / Northwest Geotech, Inc.

Date: October 17, 2017

Subject: Geotechnical Reconnaissance Level Study

Project: McLoughlin – Canemah Trail Alignment Alternatives
NGI Project No. 3214.1.1



Expiration Date: 12-31-17

The purpose of this memorandum is to provide a reconnaissance level geotechnical assessment of potential alignment alternatives. Our scope of work was limited to geologic research, a brief reconnaissance of the proposed alignments and review of preliminary cross section sketches. This memorandum focusses on portions of the alignment where either economic risk due to challenging construction conditions may be present and/or land and rock slope stability risks are interpreted to be present.

General

The attached Figure 1 provides a reference for alignments discussed herein and was provided to NGI on August 16th, 2017. Previously we had assisted Alta with acquiring mapped historic landslides which have been overlain on the attached drawing. While we are not aware of any recent activity/movement of the large ancient landslides, the steep slopes formed by the scarps are marginally stable and smaller localized slumps/slides are common, especially where grading has been performed. The most notable examples are the series of slides along South End Road between 5th Avenue and the top of the plateau, where presumably historic road fill construction techniques were insufficient to maintain long term stability. While this area of South End Road is outside of the proposed trail alignment alternatives, it is representative of challenges posed when constructing alignments along these ancient landslide scarps.

Alignment A

Alignment A for the most part is along existing developed right of way but has a relatively long section (A-02) of boardwalk that is constructed as a bridge and/or viaduct for much of its length. In order to expand the width to dual use trail standards we would anticipate that all of the deck and outer rail would require reconstruction. We estimate at least 50% of the foundations and possibly all would need to be reconstructed and some retrofitted with rock anchors in a difficult cliff side construction environment above the active rail line. Further, and to provide for a longer-term design life, complete reconstruction of the boardwalk with materials other than wood should be anticipated. In general, the boardwalk appears to be near the end of its intended design life. This section of the basalt cliff appeared to be relatively stable other than periodic rockfall.

At the southern end of the boardwalk (Section A-03), widening via a retaining wall or even extension of the boardwalk may also be necessary. The remainder of Alignment A has few constraints and from a geotechnical prospective the primary focus where it connects to shared alignments would be evaluating and controlling surface water collection to move water off the potentially sensitive slopes.

Alignment B

This alignment is relatively flat prior to Section B-02 which will require widening/infilling of the highway ditch adjacent to the PGE substation where at highway grade. Near the southern end of the PGE substation the trail would ramp upward requiring a retaining wall. At this location which can also be described as the northern terminus of the old Canemah Park basalt face, the trail should be aligned such that it is directed away from the cliff and with a setback of roughly 20 feet. This portion of the cliff that is approximately 180 feet long is considered less stable than most of the remainder of the face to the south. Heading southward, the existing fence barrier at the top of slope represents an acceptable setback for a view point somewhere along this section. We recommend reviewing the rock face in more detail such that less stable portions can be identified and avoided when selecting the location of a viewpoint. Currently the protective wire netting is anchored approximately 10 feet from the face and therefore represents the minimum setback distance for an overlook/view point. We understand that ODOT may be making some improvements to the netting and anchorage in the summer of 2018 which may provide an opportunity to install three to six rock bolts through the upper basalt block to help protect a viewpoint long term. At a minimum, the ODOT project may allow a window and equipment/lane closure to map and evaluate the rock face below potential viewpoints.

In heavily treed areas, budgeting for trail sections should provide for construction of 5 inches of reinforced concrete over 8 inches of aggregate base. Open meadow areas of the trail could be constructed of 2.5 inches of Asphaltic Concrete (AC) over 8 inches of aggregate base that extends 12 inches beyond the edge of the AC.

If paving improvements and nominal widenings are included in the shared portions of the alignment, some drainage control improvements may be prudent such as small AC berms to direct flows away from homes and driveways to catch basins or natural drainage ways.

Alignment C

Within Section C-1, between 2nd Street and 5th Avenue, there are just a couple of pinch points along South High Street that would require cutting the soil or rock face on the uphill side back to the ROW line. The most obvious one is on South High Street approximately 500 feet south of S. 2nd Avenue, which would presumably take the form of a near vertical rock cut. Rock excavation can be performed using drilling and jacking methods that are typically more expensive than conventional blasting which is not an option in the urban environment. Residential stairways may be impacted in this area. The second location is approximately 300 to 400 feet north of the intersection with Sunset Street and depending on conditions may require a retaining wall if sound rock is not present on the uphill side. Widening on the downhill side is generally not feasible with the exception of the relatively short mound of bedrock located just south of Clinton Street which should be cut back even if only to improve site distance.

Section C-02 would represent a new trail alignment and we see no major geotechnical related issues with this alignment other than the first section that loops around the bedrock mound. The steep side slope in this location would require that the trail section be primarily constructed by cutting into the presumed rock mound, i.e., constructing fill wedges in steep terrain are not advised.

Section C-03 pavements are in very poor condition and an overlay should be assumed for the full width of the road.

Section C-05 represents a new overland alignment roughly 850 feet long and located within the undeveloped 5th Street ROW. The cross slope in the area increases to the South. As a result, when constructing trails along slopes exceeding 3H:1V the trail construction process would likely require two benches, one on the cut (uphill side) of the trail, and one for the downhill side. After removing the cut soils from the alignment, the lower bench would then be filled with imported granular material to create a stable pathway section. The downhill bench cut may be in the range of 2 to 4 feet in depth to create a necessary width and limit the uphill cut slope to just a few feet to avoid uphill slope instability. Some form of retention of this uphill cut (such as a 3'x3' gabion block) may be assumed where cross slopes approach 2H:1V. This appears to be the case in roughly the last 300 feet of the alignment and thus earthwork costs per foot of trail for this last portion of this Section would be relatively high, and the downhill side of the trail may also need retention and/or have a relatively steep edge fall off. The last 85' of the alignment would require relatively tight turns and switchbacks, with short walls on both downhill and uphill sides.

Limitations

The opinions and discussions herein are intended for alignment alternatives planning studies and should not be construed as geotechnical design recommendations. Once an alignment is selected we recommend a standard Geotechnical Investigation be conducted to support the project design phase.

If you have any questions please feel free to contact our office.

Attachments: Figure 1 – Vicinity Map

VII.

APPENDIX 2 - ENVIRONMENTAL REPORT



9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

PACIFIC HABITAT SERVICES, INC.

(800) 871-9333 • (503) 570-0800 • Fax (503) 570-0855

Date: October 25, 2017

To: Mary Stewart, ALTA Planning and Design

From: John van Staveren

Re: Natural Resource Considerations for the McLoughlin-Canemah Trail Plan
PHS #6243

Pacific Habitat Services (PHS) reviewed habitat conditions along the proposed trail alignments for the McLoughlin-Canemah Trail Plan. The project area is bordered by the Three Rivers Veterans of Foreign Wars (VFW) Post 1324 in the east and the Canemah Neighborhood Children's Park in the west. Between these two areas, Alta Planning + Design has proposed several trail alignment options. The purpose of this memorandum is to review potential natural resource impacts along the proposed trail alignments.

Overview

As stated above, the study area extends from Three Rivers VFW Post 1324 in the east and the Canemah Neighborhood Children's Park in the west. To the north, the study area extends along the bluff overlooking the Willamette River. At this location there is an existing wooden boardwalk maintained by ODOT between the edge of the bluff and Highway 99E. To the south, the study area is defined by S. High Street to the east and 5th Avenue to the west.

One factor that may play a role in the alignment of trails is the City of Oregon City's Natural Resource Overlay District (NROD) (Chapter 17.49). The purpose of the NROD is to protect habitats and associated functions of streams, riparian corridors, wetlands and the regulated wildlife habitat found in the City. It provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within the City.

Figures 1 through 3 show the extent of NROD within the study area. Approximately 3,463 feet of Alignment A is within an area mapped as NROD (2,680 feet if paved roads are excluded). Approximately 2,403 feet (519 feet if paved roads are excluded) and approximately 1,685 feet of Alignment C is within the NROD (197 feet if paved roads are excluded).

It is possible that trail construction could be exempt if the criteria described in Section 17.49.80F are met. The following uses are allowed within the NROD and do not require the issuance of an NROD permit if all of the following criteria are met:

1. Construction shall take place between May 1 and October 30 with hand held equipment;

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2. Widths shall not exceed forty-eight inches and trail grade shall not exceed twenty percent;
3. Construction shall leave no scars greater than three inches in diameter on live parts of native plants;
4. Located no closer than twenty-five feet to a wetland or the top of banks of a perennial stream or ten feet of an intermittent stream;
5. No impervious surfaces; and
6. No native trees greater than one-inch in diameter may be removed or cut, unless replaced with an equal number of native trees of at least two-inch diameter and planted within ten feet of the trail.

If these criteria cannot be met, the minimization of impacts and mitigation will be required.

Natural Resource Review

The natural resource review conducted by PHS was divided into three main areas: Area 1 - Three Rivers VFW Post 1324 to PGE Substation; Area 2 – PGE Substation to Miller Street; and Area 3 – Miller Street to Canemah Neighborhood Children’s Park.

Area 1 - Three Rivers VFW Post 1324 to PGE Substation

Natural resources are generally not an important factor in siting the trail within Area 1 (the eastern portion of the study area). Options for trail alignments between the VFW Post and the PGE Substation are generally restricted to existing paved surfaces. The only area of NROD in this area is along the banks of the Willamette River, which extends across Highway 99E.



The area immediately to the southeast of the PGE Substation was found to have an excavated ditch along the base of a steep slope (see photograph to the right). The slope is contributing groundwater and surface runoff into the ditch, which has formed hydric (i.e. wetland) soils in its bed and which is dominated by a variety of wetland plants, such as such as cattail, American speedwell, small-fruited bulrush, and manna grass.

Although probably manmade and excavated to capture runoff from the slope, the ditch will likely be regulated by both the Oregon Department of State Lands (DSL) and the US Army Corps of Engineers (Corps). Siting the trail in this area will likely impact the ditch. If greater than 50 cubic yards of fill material is used, a permit from DSL will be required. Any amount of fill in the ditch (which would be classified as a wetland) will require a permit from the Corps. Unavoidable impacts

to the ditch will require mitigation, which will likely be the purchase of wetland mitigation credits from the Mud Slough Wetland Mitigation Bank.

A wetland is also located to the west of the PGE Substation. This wetland has no trees or shrubs and is dominated by reed canarygrass and tall fescue (both non-native grasses). Like the ditch, the wetland will likely be regulated by DSL and the Corps and permits will likely be required if impacts cannot be avoided. The wetland is likely supported by a shallow seasonal groundwater table. During an investigation in August, 2017, the wetland was dry, with no shallow groundwater table visible to at least 16 inches below the ground surface; however, indicators of wetland hydrology in the soil were present.

The PGE Substation and the approximate location of the ditch and the wetland are shown in the aerial photograph below.



If the trail is to be located near these features, a wetland delineation using the required criteria and methodologies of the Corps of Engineers *Wetland Delineation Manual Technical Report Y-87-1* (Environmental Laboratory, 1987) and the *Western Mountains, Valleys and Coast Region* regional supplement to the 1987 Manual should be conducted. These manuals provide the guidelines and methodology for defining the limits of any wetlands.

Area 2 – PGE Substation to Miller Street

As one moves farther west away from the PGE Substation, natural resource issues become more important. The area to the west of the substation includes Old Canemah Park, which is a forested area dominated by big leaf maple and with an understory of sword fern, hazelnut, snowberry, Cascara, vine maple and Indian plum. Oak trees are present, but they are growing closer to the bluff where there appears to be shallower soils, more light, and less competition from other tree species. Very little of the park is overlaid with an NROD designation. A trail through this area should be sited to minimize impacts to native vegetation and trees. The proposed 12-foot wide path would require a combination of 1) removal of some trees and understory vegetation and 2) careful site work around other existing trees. In those cases, the removal of lower tree limbs and the pruning of roots should be conducted under the supervision of a qualified arborist to minimize impacts. It is further recommended that mature and native trees be surveyed prior to design the path alignment and that path widening occur opposite of such trees whenever possible.

To the west of Old Canemah Park is the historic district of Canemah. Within this area, trail alignments generally run along existing roads and little impact to natural resources is likely. Portions of this area are mapped with an NROD overlay based on the presence of mapped drainages. These drainages, which were not observed, should be delineated prior to final siting.

Area 3 – Miller Street to Canemah Neighborhood Children’s Park

Between Miller Street and Blanchard Street is an undeveloped area dominated by big leaf maple and with an understory that contains non-natives such as Himalayan blackberry and Scot’s broom, but also native species such as hazelnut and willow. In 2016, a wetland delineation identified a wetland north of the 5th Avenue right-of-way and west of Miller Street. It is recommended that a wetland delineation be conducted within the eastern portion of the alignment (west of Miller Street) to ensure that the location of any wetlands in this area is understood. As stated previously, 197 feet of this alignment (if paved roads are excluded) is within an area mapped as NROD. Construction of the trail would require extensive retaining walls and switchbacks to traverse the steep hillside. As with the other forested areas, care should be taken to site the trail, so that trees are not impacted.

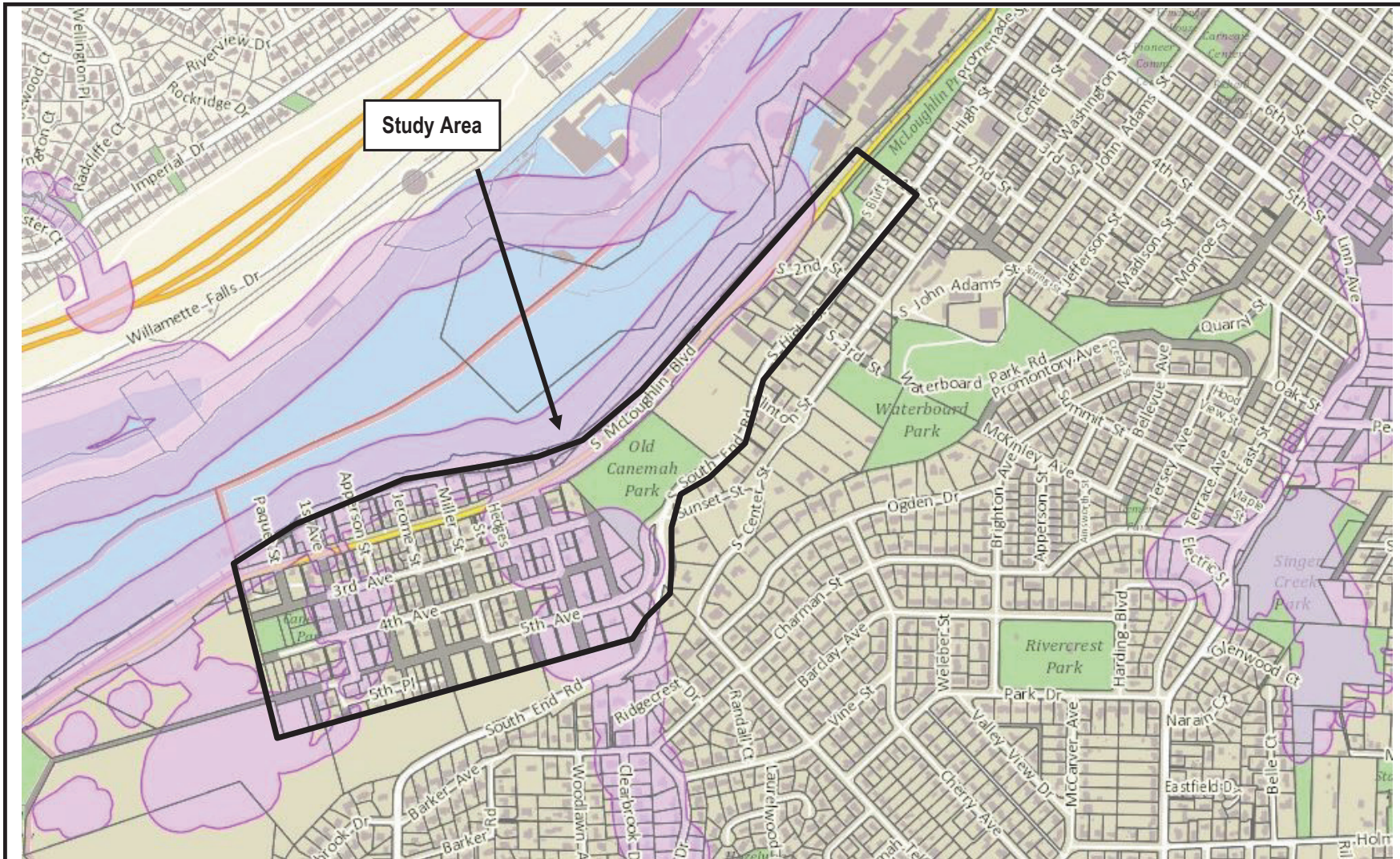
Plants observed within the entire study area:

Common Name	Botanical Name
Trees	
Big leaf maple	<i>Acer macrophyllum</i>
Douglas fir	<i>Pseudotsuga menziesii</i>
Oregon white oak	<i>Quercus garryana</i>
Red alder	<i>Alnus rubra</i>
Willow sp.	<i>Salix sp.</i>
Shrubs	
Beaked hazelnut	<i>Corylus cornuta</i>

Common Name	Botanical Name
Cascara	<i>Rhamnus purshiana</i>
Himalayan blackberry	<i>Rubus armeniacus</i> **
Indian plum	<i>Oemleria cerasiformis</i>
Madrone	<i>Arbutus menziesii</i>
Multi-flora rose	<i>Rosa multiflora</i> **
Scot's broom	<i>Cytisus scoparius</i> **
Snowberry	<i>Symphoricarpos albus</i>
Vine maple	<i>Acer circinatum</i>
Western serviceberry	<i>Amelanchier alnifolia</i>
Woody Vines	
English ivy	<i>Hedera helix</i> **
Ground Cover	
American speedwell	<i>Veronica americana</i>
Catchweed bedstraw	<i>Galium aparine</i>
Cattail	<i>Typha latifolia</i>
Common tansy	<i>Tanacetum vulgare</i> **
Common vetch	<i>Vicia sativa</i> **
Few-seed bittercress	<i>Cardamine oligosperma</i>
Manna grass	<i>Glyceria elata</i>
Oxeye daisy	<i>Leucanthemum vulgare</i> **
Red clover	<i>Trifolium pratense</i>
Red-tinge bulrush	<i>Scirpus microcarpus</i>
Reed canarygrass	<i>Phalaris arundinacea</i> **
Robert's geranium	<i>Geranium robertianum</i> **
Spotted cat's ear	<i>Hypochaeris radicata</i> **
Sword fern	<i>Polystichum munitum</i>
Sweetclover	<i>Melilotus alba</i> **
Tall fescue	<i>Schedonorus arundinaceus</i> **
Teasel	<i>Dipsacus fullonum</i> **
Thistle	<i>Cirsium sp.</i> **
Velvet grass	<i>Holcus lanatus</i> **
Watson's Willow Herb	<i>Epilobium watsonii</i>

** Oregon City Nuisance Plant List:

<https://www.orcity.org/sites/default/files/fileattachments/planning/page/3266/nuisanceplantlist.pdf>



#6243
9/11/2017



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
1



Study Area

#6243
9/11/2017



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
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Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
2



#6243
9/11/2017



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Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.orcity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
3



#6243
9/11/2017



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Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
4

VIII.

APPENDIX 3 - GREENWAY FOR A DAY PUBLIC EVENT SUMMARY

GREENWAY FOR A DAY PUBLIC EVENT SUMMARY

The Greenway for a Day event attracted approximately 70-80 participants over the four-hour event. Participants traveled from the Museum of the Oregon Territory to Canemah Children's Park, following the one-mile temporarily marked trail.

Many people began at the museum, but others began elsewhere along the path. Most people were walking, but a few people biked the trail, and one family pulled their kids in a bike trailer.

Participants were invited to take a survey after they completed the trail and to review the draft trail alignment options and Safety Toolkit ideas. Over 40 surveys were filled out at the event and dozens of people completed the green dot activity to give feedback on the Safety Toolkit options. The online survey gained an additional 16 responses. Detailed survey and green-dot activity results are included in this Appendix.



What was your favorite part of the walk?

- Access to downtown area made known. Enjoyed the field area with river views.
- ALL OF IT!!!
- All of it. I didn't know this area was here and I have lived in OC 38 years
- Old Canemah Park
- Discovering new parts of Oregon City and separate bike and walking trail in Canemah Park
- Discovering the picnic tables overlooking the river - what a great lunch spot!
- Going up and down hills
- Grassy area overlooking the river
- Having a destination for the kids (park). Shaded areas were awesome to have
- Path through Canemah Park
- Portions west of the substation
- Riding in the bike trailer
- Riding through Old Canemah Park
- River views
- Seeing the river and meeting other neighbors
- Stairs (Canemah neighborhood)
- The off road
- The organization
- The park and the view
- The part around the Power Lines to make it more useful
- The scenery is great.
- The scenic walk through Old Canemah, as well as the exercise.
- The stairs and walking through the treed areas and the views
- The stairs, good exercise and good walkway
- The swings
- The view of the river and falls
- The views from the ridge above 99e
- The walk through Old Canemah Park
- Trails above children's park
- Walking through the Old Canemah Park. It was quiet and rather peaceful and the views of the falls were great.
- Well marked and scenic

GREENWAY FOR A DAY PUBLIC EVENT SUMMARY

What was your least favorite part?

- 99E by collision/body shop
- Along 99E - I wouldn't use this route you've done, too narrow there old Canemah they the neighborhood wouldn't appreciate the invasion of their peace and quiet.
- Beginning going by collision repair shop & PGE sub station. Need to go out on boardwalk
- Cars were kinda scary, but I was OK
- Dogs
- End St too hilly for biking
- Getting bit breaking up a dog fight due to another's dog off leash and ran up to my dog):
- Going home
- Gravel surface
- I enjoyed the whole walk
- It's hot
- Liked it all
- Lots of cars
- Mcloughlin Stretch
- Need landscaping at 2nd St.
- No complaints - beautiful day, nice stroll, helpful people & I saw a dragonfly
- Non
- Path along 99E
- Path along PGE fence
- PGE/McLoughlin walk
- Poison oak along trails at the children's park
- Portions east of the substation
- Power plant area
- Stairs
- Steep terrain
- The amount of traffic worries me as a cyclist with kids.
- The commercial area by 99
- The potential for poison oak.
- The small area on the highway
- The stairs
- The stairs, poison ivy.
- The street

- The walk across 99
- The walk through Canemah streets and up a hill (but really no big)
- Traffic on highway 99
- Walking along 99
- Walking along the power station
- Walking along the south side of McLoughlin/99E. Without a barrier of some type it seems risky!
- Walking through the grass at the power plant

Survey Results: Comments on Alignments

- #7 & 8 are where it feels unsafe
- #27 a crossing here would be wonderful!!
- #28 & 29 sidewalk improvements would be great, it feels unsafe with traffic so close
- #33 we have tried this path and it seems unsafe with the traffic that goes by so fast and the path gets so narrow
- 5th St seems like a bad option
- -A1/A2 preferred
- -Flat biking trails preferred
- Clearly mark where to go for stairs or path for baby's strollers & no stairs
- Family friendly streets.
- Good idea for the community, marked pedestrian paths are preferred
- I don't like to take trails which share traffic areas.
- I really like the County trail that circles Stonecreek Golf Course. This type would draw me to the city.
- I would just drive to Canemah Park with kids - they enjoy the hike to the cemetery
- I would like to preserve parking but want a trail to downtown OC. I bike from our neighborhood all week
- Include 3rd Ave alternative with lighting on the stairs :)
- Just do it!
- Leave out walking/biking between Old Canemah Park to children's park
- Like the idea of developing the walk along 99 - the boardwalk
- Looks good
- McLoughlin on riverside seems easier, but A1 alignment through Old Canemah would be nice as well.
- Need a couple of ped crossings across McLoughlin

- No, Great job!
- Really love cycle across as neither 99E or South End save for peds/cycles to travel Canemah -> downtown
- Try to keep off McLoughlin
- You're doing GREAT

Other comments and safety suggestions

- A crossing at Jerome would improve safety and any traffic calming in the Canemah neighborhood would be helpful. As it is now, people tend to drive too fast in the neighborhood
- A safe crossing at 99E, a bike parking, Traffic calming
- Add crossings on 99E; Master plan for Oregon City Loop Trail
- All of the above and slower traffic signs for S High St. Keep drivers from using gravel road from Tumwater up to S High
- Bike improvements are my priority
- If you want me to visit the city to walk / bike then I need a public parking area and a map of the trails for the entire city.
- Just keep it near the falls, and trim some of those maples!
- Lighting and police patrol
- Lower speed limits. Could even be 30 MPH for a portion of 99E if a portion of the trail must be on that highway.
- More shade
- Ped Crossings! Yes
- Safe crossing at 99E is a great idea
- These sound great! Making easy access to Main Street area is welcome and wanted! We are residents of Canemah and REALLY want access directly to downtown/main area. We were disappointed the railway connection was removed from Phase I, but hopeful access will come.
- Would love bike lane on South End
- Yes to a safe crossing of 99E and yes to traffic calming measures... Traffic going too fast in neighborhood. Bike path on streets please!

IX.

APPENDIX 4 - STAKEHOLDER EVALUATION MATERIALS

STAKEHOLDER EVALUATION MATERIALS

Note: Information shown in these early evaluation materials may be different from the finalized information shown in the body of this report



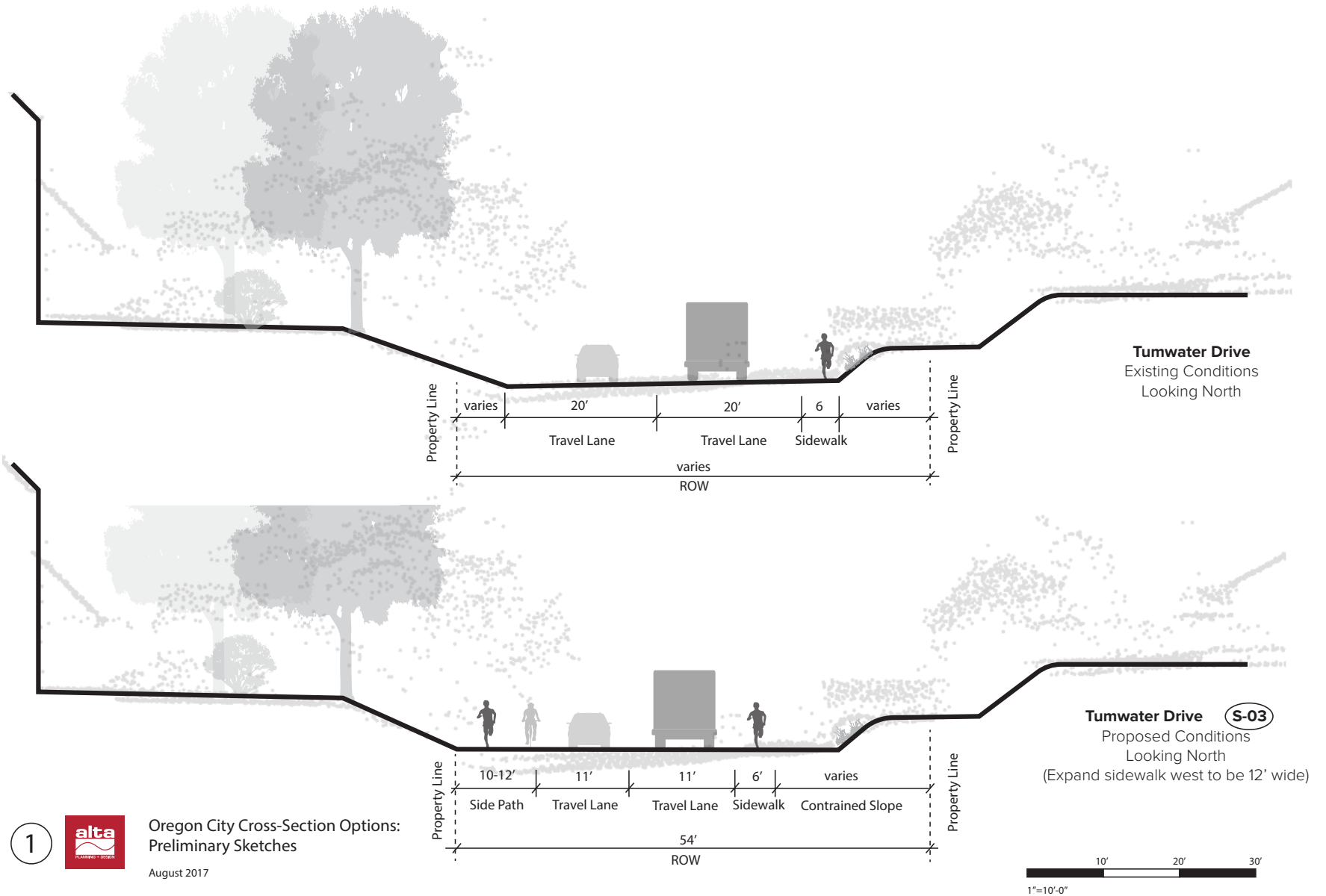
STAKEHOLDER EVALUATION MATERIALS

Note: Information shown in these early evaluation materials may be different from the finalized information shown in the body of this report

McLoughlin-Canemah Trail - Alternative Trail Alignments Evaluation Matrix DRAFT																									
	GOAL:- Provide an attractive route of travel for people walking & biking between the McLoughlin Promenade & Canemah Children's Park that connects residential areas, parks, & businesses.		GOAL:- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations		GOAL:- Minimize risk and conflicts with between automobile traffic, bicycle traffic, and pedestrians.		GOAL:- Provide a trail design that is context-sensitive, particularly to the Canemah NRHD, McLoughlin Promenade, and the McLoughlin Conservation District.		GOAL:- Provide experiences and views of Willamette Falls.		GOAL:- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor		GOAL:- Discourage criminal activity and provide a secure environment for all users		GOAL:- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future		GOAL:- Avoid use of private property in the Canemah National Register Historic District.		Geotechnical Constraints		Recommended Interim Alignment	Recommended Permanent Alignment			
SEG ID	METRIC: Quality of experience		METRIC: Limitations for all ages and abilities facility		METRIC: Vehicle conflict risk		METRIC: Historic District		METRIC: Views of Willamette Falls		METRIC: Environmental impacts		METRIC: Environmental crime risk		METRIC: Cost		METRIC: Canemah NRHD property impacts	METRIC: Other Property Impacts	METRIC: Geotechnical constraints		Recommendation for interim trail alignment	Recommended for permanent trail alignment			
S-1	🟢	Pleasant residential street	🟡		🟡	Shared use, low speed/volume	✅	McLoughlin Cons Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signage and pavement marking w/ minimal construction, new paved connection to acromenade	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-2	🟢	Parking lot and driveway, residential/museum frontage street	🟡	Steep slope on VFW driveway	🟡	Shared driveway and low visibility	✅	McLoughlin Cons Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signage and pavement marking w/ minimal construction	🟡	🟡	None	🟡	No impacts		TBD		
S-3	🟢	Curb-tight sidewalk, no street trees	🟡		🟡	Cross at 99E					🟡	No impact	🟡	High visibility/low risk	\$\$	Widen sidewalk	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-4	🟢	Curb-tight sidewalk, no street trees	🟡		🟡	Cross at 99E					🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts		TBD		
S-5	🟢	Curb-tight sidewalk, no street trees	🟡	Moderate slope (S 2nd)	🟡	Cross at 99E or High St.	✅	McLoughlin Cons Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
A-1	🟢	Close to river and highway	🟠	Stairs	🔴	Full Separation			🟡		🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	PGE and ODOT ROW	🟡	No impacts		TBD		
A-2	🟢	Close to river and highway	🟡		🟡	Moderate	✅	Canemah Hist Dist.	🟡		🟡	No impact	🟡	High visibility/low risk	\$\$	New Boardwalk	🟡	🟡	PGE and ODOT ROW	🟡	Boardwalk modification may require stabilization		TBD		
A-3	🟢	Close to river and highway	🟡	Moderate slope + pinch point	🟡	Moderate. Assume RFB at Jerome	✅	Canemah Hist Dist.	🟡		🟡	No impact	🟡	High visibility/low risk	\$\$\$	New Boardwalk and Hwy 99 crossing	🟡	🟡	PGE and ODOT ROW	🟡	Boardwalk modification may require stabilization		TBD		
B-1	🟢	Views but close to highway	🟡		🟡	Adjacent to 99E with + driveway crossings.			🟡		🟡	Medium impact	🟡	Moderate	\$\$	New sidewalk/trail construction	🟡	🟡	PGE and ODOT ROW	🟡	Requires cut/fill w/min impacts	✅	TBD		
B-2	🟡	Access to nature	🟡		🟡	No vehicle interaction			🟡		🟡	Medium impact	🟡	Moderate	\$\$	New trail construction	🟡	🟡	Close proximity to residence	🟡	May require cliff face stabilization	✅	TBD		
B-3	🔴	Semi attractive pending development	🟡		🟡	Potential for no vehicle interaction	✅	McLoughlin Cons Dist.			🟡	No impact	🟡	No impact	\$	Improvements packaged into re-development	🟡	🟡	Commercial Parcels	🟡	No impacts		TBD		
C-1	🔴	Close to nature, views	🟡	low-moderate slope + pinch point	🟡	Assumes curb separation	✅	McLoughlin Cons Dist.	🟡		🟡	No impact	🟡	High visibility/low risk	\$\$	Extend pavement, signage and pavement marking. May need blasting	🟡	🟡	Close proximity to residence	🟡	No impacts		TBD		
C-2	🔴	Access to nature	🟡	very steep slope	🟡	No vehicle interaction					🟡	Medium impact	🟡	Isolated	\$\$	Extend pavement, signage and pavement marking	🟡	🟡	PGE	🟡	Requires cut/fill w/min impacts		TBD		
C-3	🟡	Close to nature	🟡	low-moderate slope	🟡	Assumes curb separation	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$\$	Extend pavement, signage and pavement marking	🟡	🟡	Close proximity to residence	🟡	No impacts		TBD		
C-4	🟡	Pleasant residential street	🟡	moderate slope	🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signage and pavement marking w/ minimal construction	🟡	🟡	Close proximity to residence	🟡	No impacts		TBD		
C-5	🟡	Access to nature	🟡	very steep slope	🔴	Unimproved ROW; driveways	✅	Canemah Hist Dist.			🟡	NROD impact	🟡	Isolated	\$\$	New trail construction	🟡	🟡	Close proximity to residence	🟡	Landslide potential		TBD		
S-6	🟡	Pleasant residential street	🟡	moderate slope (3rd Ave)	🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-7	🟡	Pleasant residential street	🟡	moderate slope (3rd Ave)	🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-8	🟡	Pleasant residential street	🟠	Stairs	🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-9	🟡	Pleasant residential street	🟡	steep slope (Ganong)	🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-10	🟡	Pleasant residential street	🟡		🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
S-11	🟡	Pleasant residential street	🟡	low-moderate slope	🔴	Low speed/volume	✅	Canemah Hist Dist.			🟡	No impact	🟡	High visibility/low risk	\$	Signs & pvmt markings w/min const	🟡	🟡	Close proximity to residence	🟡	No impacts	✅	TBD		
		Assumptions: Value given to access to nature, street trees, buffers from traffic, and neighborhood character.		Assumptions: All ages and all abilities requires slopes at or below 5%. 5-15% is less comfortable for bicyclists and other users.		Assumptions: Designs minimize risk associated with traffic speeds and volume. Optimal scoring assumes no interaction with vehicular traffic.		Assumptions: Designs will not violate any provisions of historic or conservation districts.		Assumptions: There is an existing view of the falls.		Assumptions: To be provided by environmental consultant.		Assumptions: Moderate risk areas are those that are isolated from both roadways and occupied structures.		Assumptions: As indicated above		Assumptions: No direct impacts within CNRHD		Assumptions: Direct impacts passes through private property. Indirect impacts imply close proximity.		Assumptions: To be provided by geotechnical consultant		Assumptions: Preliminary City Staff recommendation	Assumptions: TBD following stakeholder meetings
LEGEND																									
	🟢	Optimal			🟡	Minor Constraints			🟡	Moderate Constraints			🔴	Major Constraints			🟠	Not advisable or feasible							

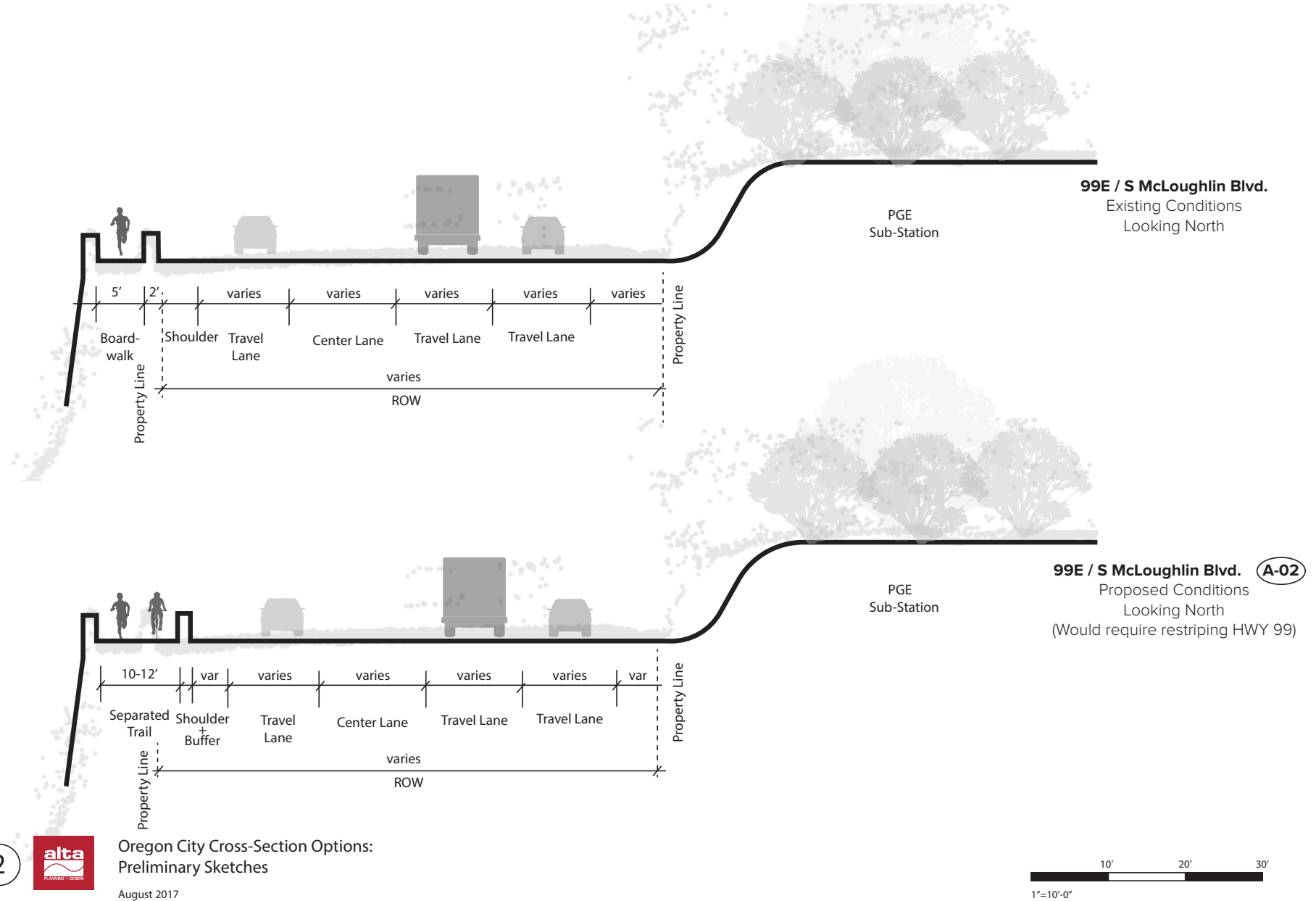
STAKEHOLDER EVALUATION MATERIALS

Note: Information shown in these early evaluation materials may be different from the finalized information shown in the body of this report



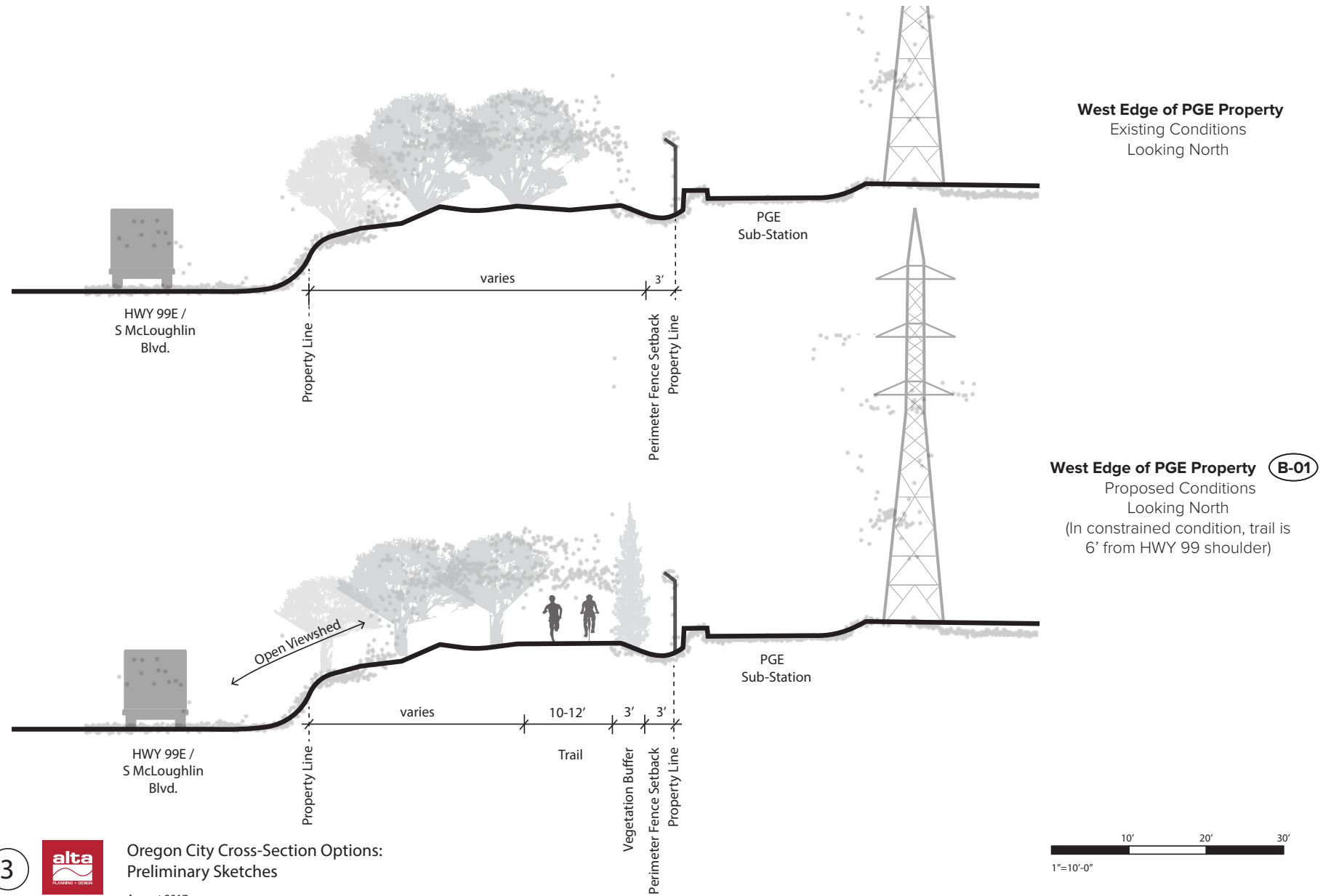
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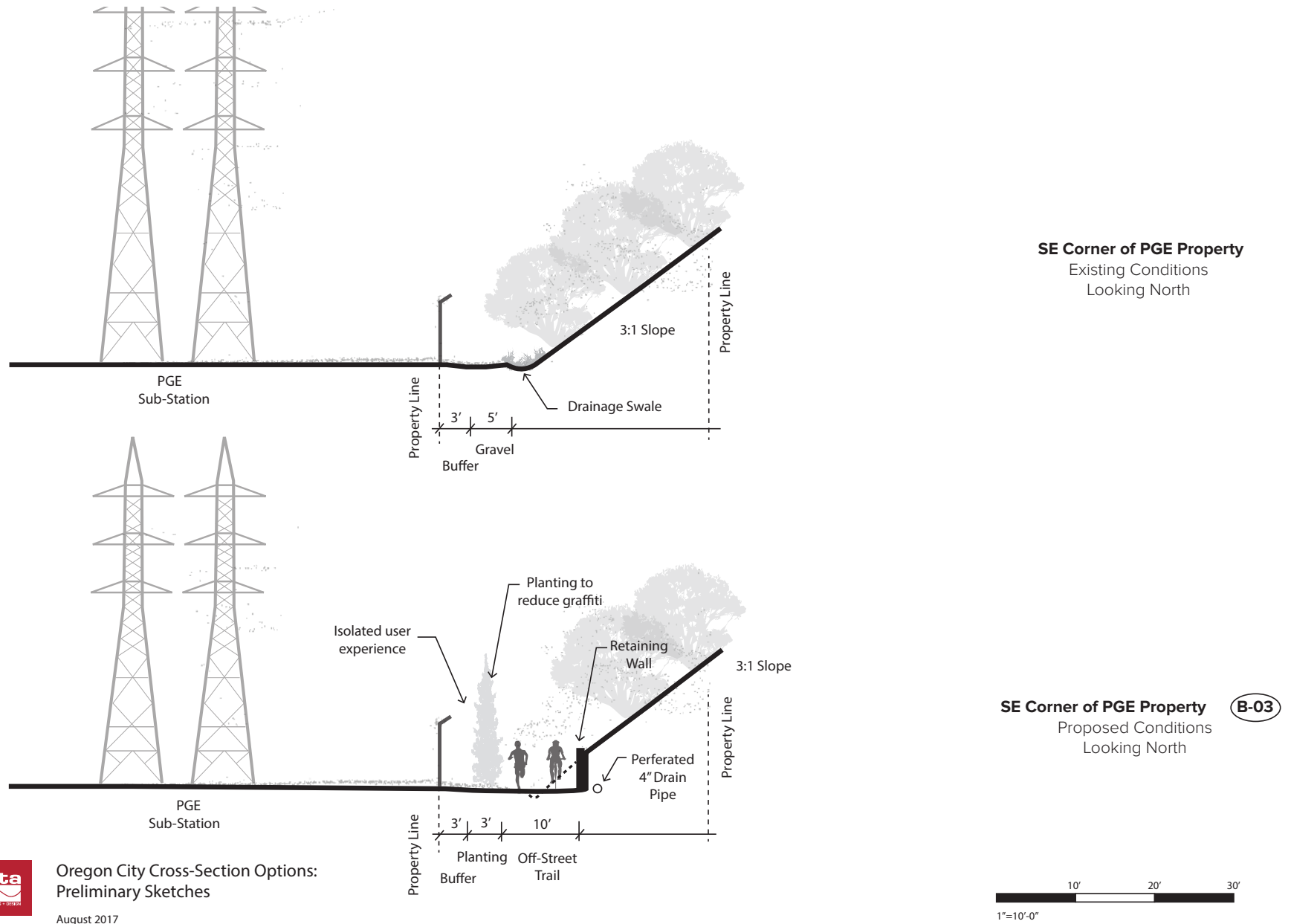
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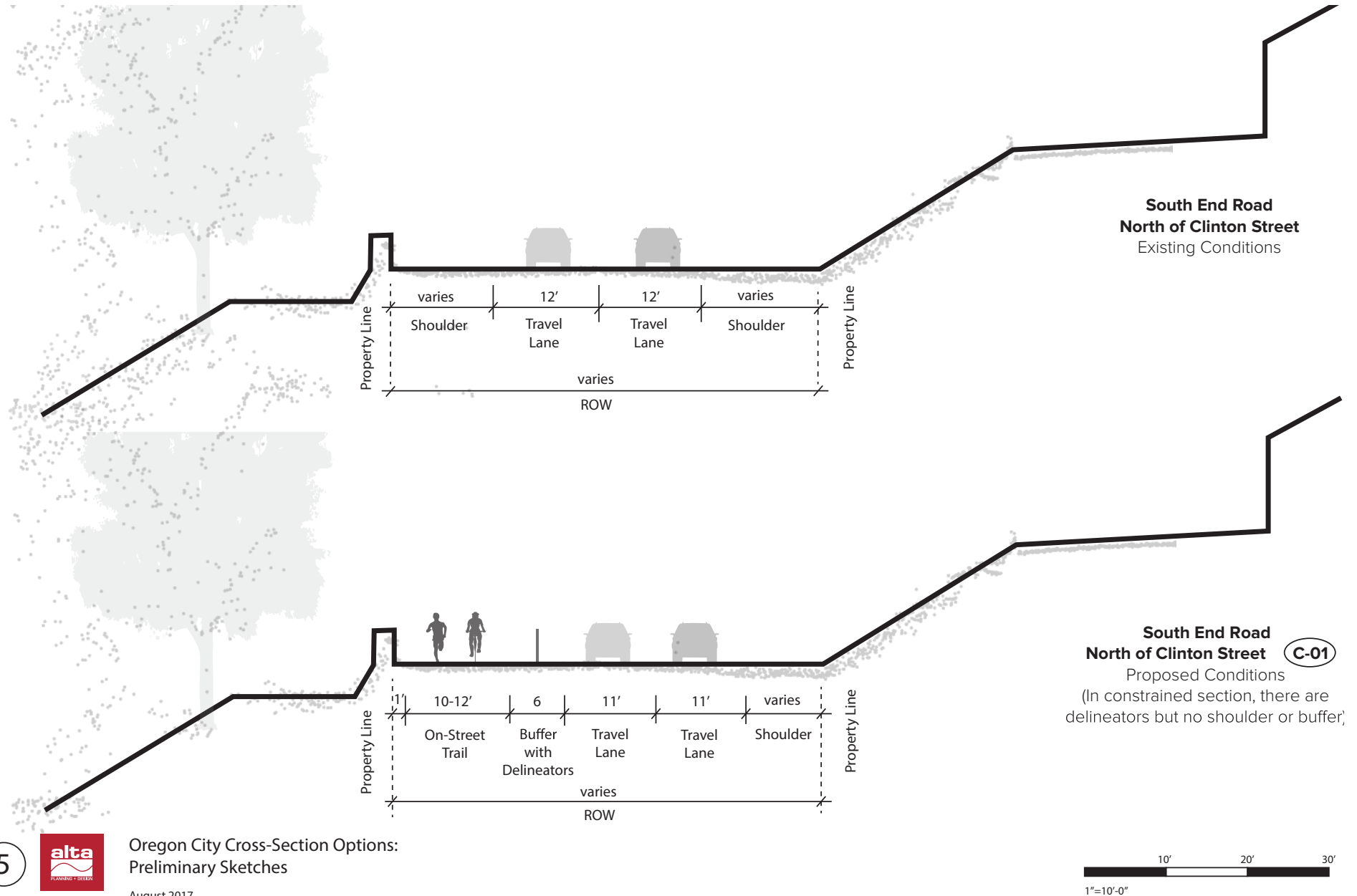
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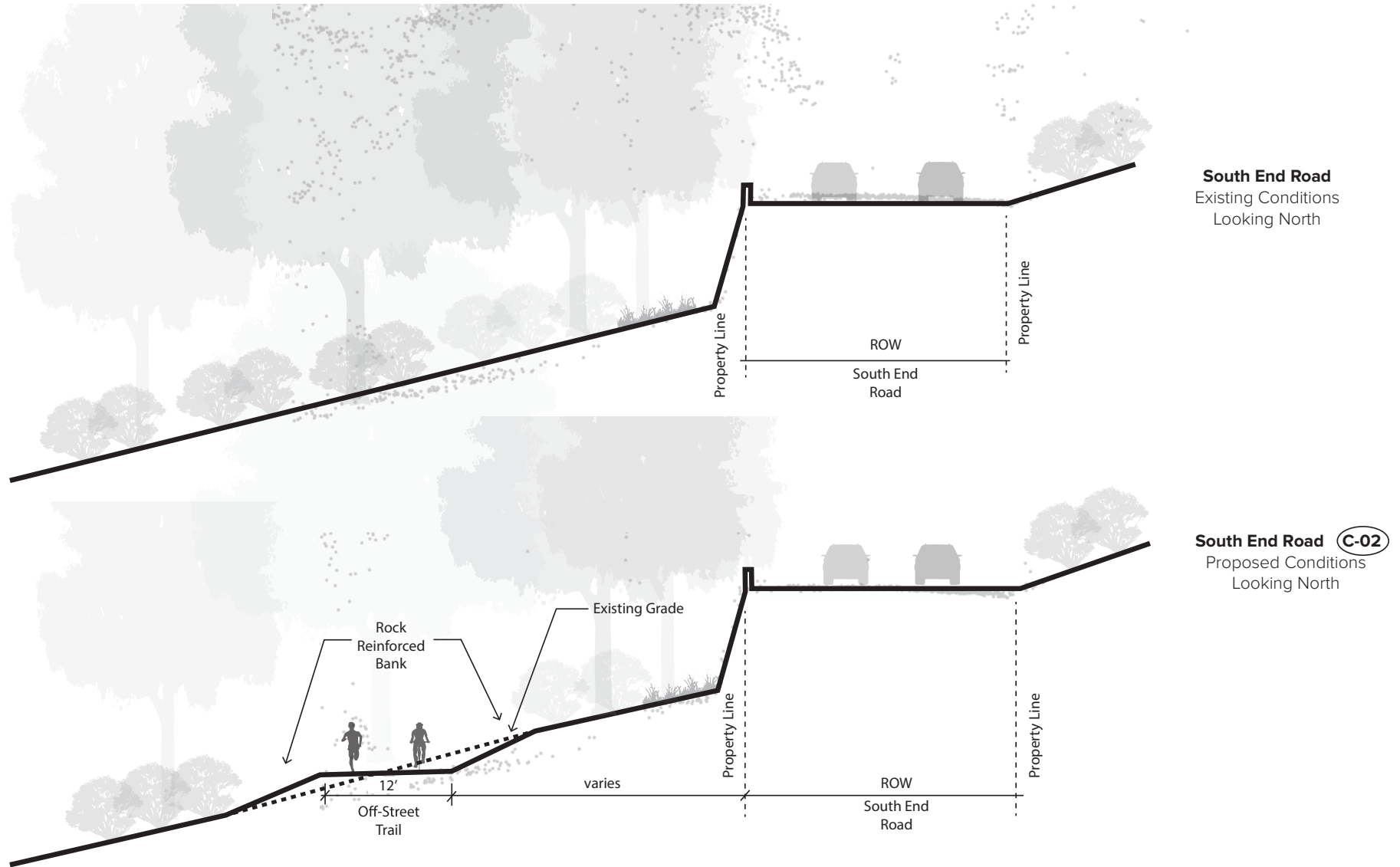
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STAKEHOLDER EVALUATION MATERIALS

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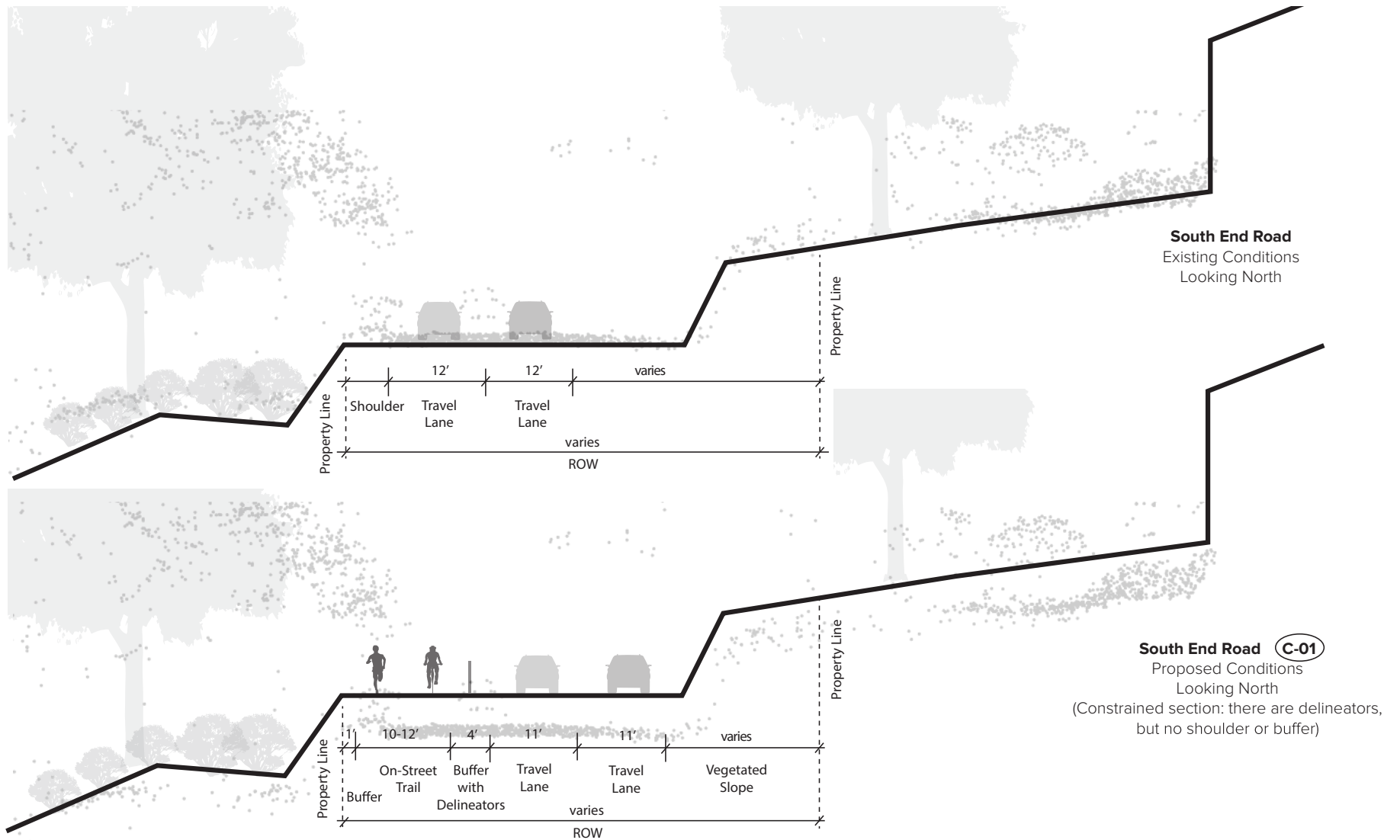
Oregon City Cross-Section Options:
Preliminary Sketches

August 2017

10' 20' 30'
1"=10'-0"

STAKEHOLDER EVALUATION MATERIALS

Note: Information shown in these early evaluation materials may be different from the finalized information shown in the body of this report

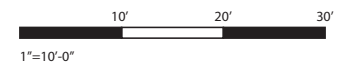


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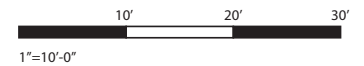
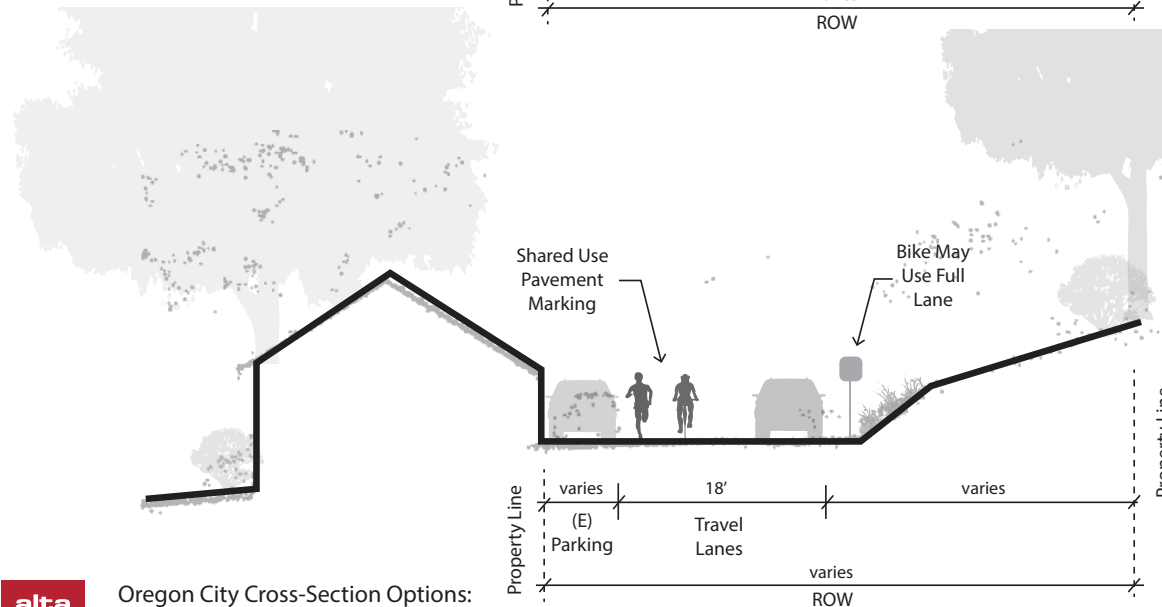
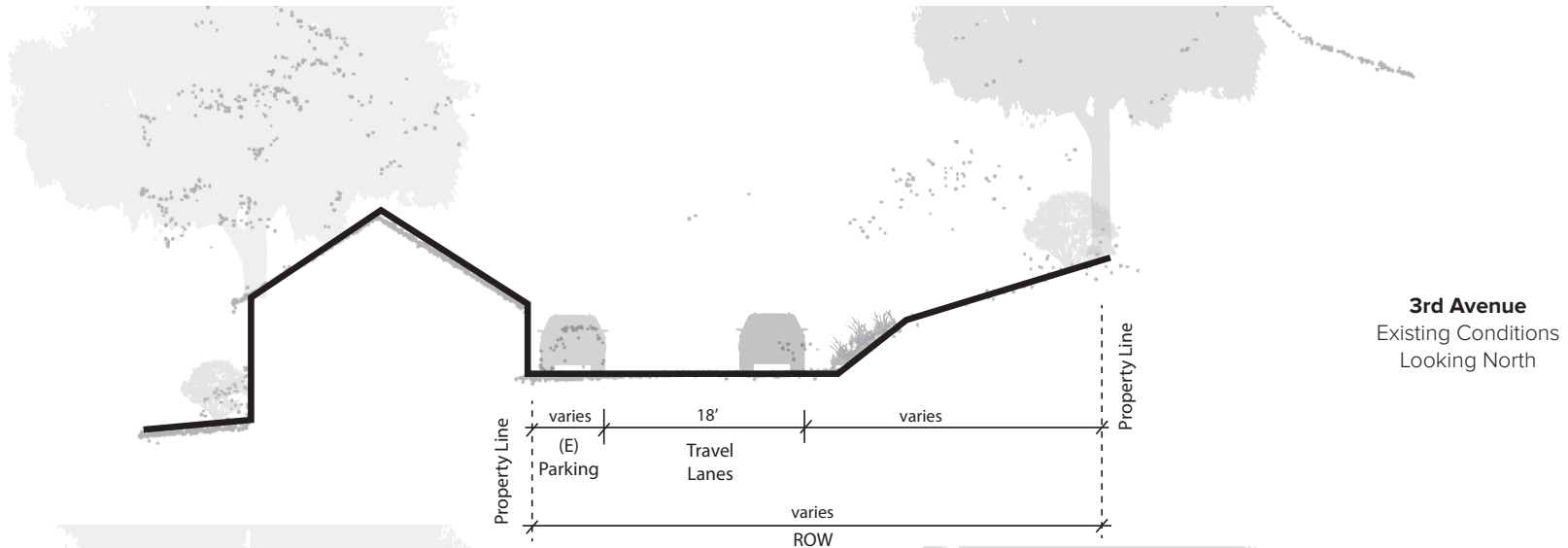


Oregon City Cross-Section Options:
Preliminary Sketches

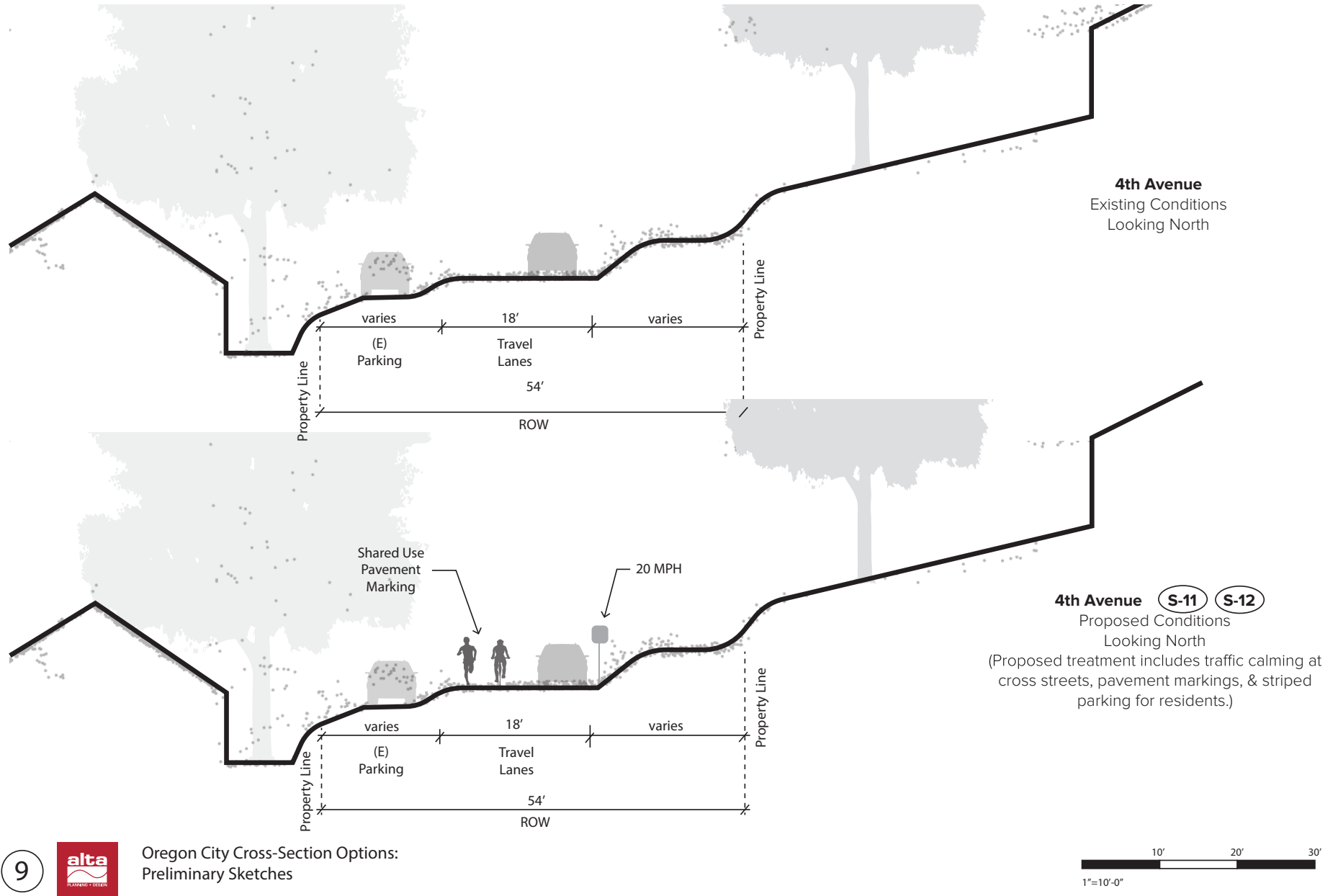
August 2017



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APPENDIX 5 - PLANNING LEVEL COST ESTIMATES

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Segment Name	Notes	Fully Burdened Cost
ALIGNMENT - A		
BOARDWALK	Replace existing	\$2,500,000
ON STREET	Canemah and access points to 99E, includes signal at Jerome	\$371,175
PED BRIDGE	No improvement to existing bridge	\$0
WIDEN SIDEWALK	99E	\$3,169,110
TOTAL		\$6,040,285
ALIGNMENT - B		
ON STREET	Canemah	\$36,435
SEPARATED TRAIL	99E frontage between 2nd and Old Canemah Park Trail (includes crossing at 2nd)	\$1,687,999
WIDEN EXISTING TRAIL	Old Canemah Park Trail	\$245,490
WIDEN SIDEWALK TO TRAIL WIDTH	S. 2nd between Tumwater and 99E	\$119,700
TOTAL		\$2,089,624
ALIGNMENT - C		
ON STREET	Canemah and access point at 5th St, does not include signal at S 2nd St	\$45,465
SEPARATED TRAIL	Includes switchback ramp to Blanchard	\$450,198
WIDEN ROADWAY FOR SIDE PATH	Includes retaining wall, and minor excavation of basalt	\$2,110,023
TOTAL		\$2,605,686

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

On-Street Improvements - Canemah neighborhood					
Item Description	Unit	Quantity per mile	Unit Price	Total	Notes
Wayfinding Signs	EA	6	\$600.00	\$3,600.00	
Regulatory Signs	EA	4	\$350.00	\$1,400.00	Every 400' each direction
Pavement markings	EA	12	\$750.00	\$9,000.00	Every 200' each direction, thermoplastic bike with chevron
Stop signs	EA	4	\$150.00	\$600.00	
New speed limit signs	EA	5	\$150.00	\$750.00	
Median refuge island	EA		\$12,000.00	\$0.00	1 per mile
Painted curb extensions	LS	4	\$500.00	\$2,000.00	
Speed humps	EA		\$2,000.00	\$0.00	Every 800'
Curb Ramp Improvements	EA		\$2,500.00	\$0.00	Curb ramp upgrades at on 25% of intersections
Diverter	EA		\$8,000.00	\$0.00	Every 2 miles
Estimated Direct Cost				\$17,350.00	
Contingency	40%			\$6,940.00	
Engineering / Design	30%			\$5,205.00	
Construction / Overhead / Mobilization	25%			\$4,337.50	
Project Administration	15%			\$2,602.50	
Estimated Construction Costs (70% burden)				\$36,435.00	

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Shared Use Path - 2nd to the Old Canemah Trail segment					
Item Description	Unit	Qty	Unit Cost	Total	Notes
Clearing and Grubbing	SF	24026	\$0.35	\$8,409.00	shoulders + ac trail + conc trail
Excavation	CY	890	\$24.00	\$21,360.00	shoulders + ac trail + conc trail
Erosion Controls	LF	4600	\$2.50	\$11,500.00	both sides, length of project
Sedimentation Controls	LF	2300	\$7.15	\$16,445.00	hay bales, assume one side for planning
Grading	SY	2670	\$15.00	\$40,050.00	shoulders + ac trail + conc trail
Reinforcement at top of cliff	LF	200	\$166.50	\$33,300.00	
Crusher fine shoulders	CY	38	\$100.00	\$3,800.00	2) 2' wide
Concrete curb and gutter	LF	1015	\$35.00	\$35,525.00	
Asphalt path over aggregate base	SF	7775	\$9.00	\$69,975.00	10' wide, PGE to OCT
Concrete path over aggregate base	SF	15225	\$12.00	\$182,700.00	15' wide, no shoulders, 2nd to PGE
Protected trail crossing of 2nd	LS	1	\$110,000.00	\$110,000.00	
Mile markers	EA	0	\$350.00	\$0.00	
Landscape screening	SF	810	\$4.50	\$3,645.00	
Pole or guy wire relocation	LS	1	\$250,000.00	\$250,000.00	PGE said 20k - 500k
Tree planting	EA	32	\$350.00	\$11,200.00	assume 4 new trees for every 1 removed
Tree removal	EA	8	\$350.00	\$2,800.00	assume 16 per 1/4 mile
Bollards	EA	0	\$1,100.00	\$0.00	assume none
Wayfinding Signs	EA	4	\$600.00	\$2,400.00	
Regulatory and Warning Signs	EA	2	\$350.00	\$700.00	
Mechanical Seeding	SF	0	\$0.20	\$0.00	
Estimated Direct Cost				\$803,809.00	
Contingency	40%			\$321,523.60	
Engineering / Design	30%			\$241,142.70	
Construction / Overhead / Mobilization	25%			\$200,952.25	
Project Administration	15%			\$120,571.35	
Estimated Construction Costs (70% burden)				\$1,687,998.90	

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Widen Shared Use Path - Old Canemah Park					
Item Description	Unit	Qty	Unit Cost	Total	Notes
Clearing and Grubbing	SF	11790	\$0.35	\$4,127.00	shoulders + 5'ac
Excavation	CY	435	\$24.00	\$10,440.00	shoulders + 5'ac
Erosion Controls	LF	1310	\$2.50	\$3,275.00	both sides, length of project
Sedimentation Controls	LF	655	\$7.15	\$4,683.00	hay bales, assume one side for planning
Grading	SY	875	\$15.00	\$13,125.00	1 shoulder + 5' trail
Crusher fine shoulders	CY	64	\$100.00	\$6,400.00	2) 2' wide
Asphalt path over aggregate base	SF	6550	\$9.00	\$58,950.00	
Mile markers	EA	0	\$350.00	\$0.00	
Tree planting	EA	32	\$350.00	\$11,200.00	assume 4 new trees for every 1 removed
Tree removal	EA	8	\$350.00	\$2,800.00	assume 16 per 1/4 mile
Bollards	EA	0	\$1,100.00	\$0.00	assume none
Wayfinding Signs	EA	2	\$600.00	\$1,200.00	
Regulatory and Warning Signs	EA	2	\$350.00	\$700.00	
Mechanical Seeding	SF	0	\$0.20	\$0.00	
Estimated Direct Cost				\$116,900.00	
Contingency	40%			\$46,760.00	
Engineering / Design	30%			\$35,070.00	
Construction / Overhead / Mobilization	25%			\$29,225.00	
Project Administration	15%			\$17,535.00	
Estimated Construction Costs (70% burden)				\$245,490.00	

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Widen Sidewalks to 12' - Tumwater (VFW-2nd)					
Item Description	Unit	Qty	Unit Cost	Total	Notes
Saw cut and remove asphalt (8' width)	LF	375	\$15.00	\$5,625.00	(cost assumes widen path by 6' and 2' to form curb and gutter)
Remove concrete curb	LF	375	\$6.00	\$2,250.00	
Standard concrete curb (6")	LF	375	\$35.00	\$13,125.00	
Guard rail/barrier along curbline	LF		\$95.00	\$0.00	
Tumwater closure	LS	1	\$5,000.00	\$5,000.00	Striping and removable bollards
Restripe travel lanes	LF	375	\$3.00	\$1,125.00	
Striping removal	LF	375	\$1.00	\$375.00	
Concrete Path	SF	2250	\$12.00	\$27,000.00	6' widening Tumwater
Concrete Path	SF		\$12.00	\$0.00	7' widening, 2nd, 99E
Wayfinding Signs	EA	3	\$600.00	\$1,800.00	
Warning Signs	EA	2	\$350.00	\$700.00	(assume 2 warning signs per block)
Estimated Direct Cost				\$57,000.00	
Contingency	40%			\$22,800.00	
Engineering / Design	30%			\$17,100.00	
Construction / Overhead / Mobilization	25%			\$14,250.00	
Project Administration	15%			\$8,550.00	
Estimated Construction Costs (70% burden)				\$119,700.00	

XI.

ADVISORY GROUP MEETING NOTES & LETTER

McLoughlin-Canemah Trail Advisory Group




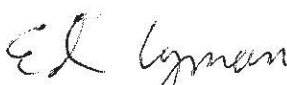


December 14, 2017


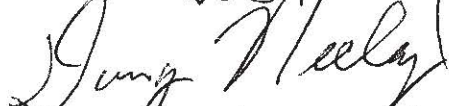
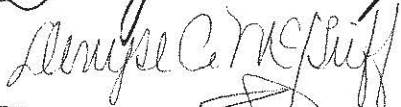



Dear Oregon City Planning and City Commissioners,

The McLoughlin-Canemah Trail Advisory Group held four meetings along with site visits during the trail planning process. The group's goal was to reach consensus for a trail alignment and design elements for the McLoughlin-Canemah Trail. Many ideas were considered and compromises were made. Each of the alignment alternatives had positive and negative aspects, making for a challenging decision. The Advisory Group strove to meet the goals set at the beginning of the process and to balance the various desires of the community.

By signing this letter, the members of the advisory group acknowledge and accept the decisions that were made at the Advisory Group meetings and urge the Planning and City Commissions to trust that there was a robust public process that led to the recommendations.

Sincerely,


 Mel Huie

 Dagna Webb

 P. Webb

 Ed Lynman

 Kristal Mance

 Lisa Bayne


 Karin D. Money

 Jung Healy

 Louise C. McPuff

 D. O. Edwards

 Ben Getten

 Kim Nason



OREGON CITY

Community Development – Planning

221 Molalla Ave., Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #1

Date: July 11, 2017

Time: 6PM – 8PM

Place: First City Central Bistro – 1757 Washington Street (Amtrak Station)

Meeting Attendance: See attached attendance sheet.

Meeting Notes:

1. Introductions – Members introduced themselves, and project staff discussed the Project Purpose, Advisory Committee Purpose, and Group member expectations. All group members present signed the Member agreement with ground rules and expectations.
2. Project Goals: The group reviewed the draft goals and survey results. Discussion and comments included:
 - Most trail users will probably be walking, not biking.
 - Biking is difficult due to slopes and poor visibility.
 - Speeds downhill (like on Ganong) need to be controlled better.
 - Cars turning into Canemah from 99E can't see left or right down 3rd Ave.
 - Bikes are not currently permitted in Canemah Bluff natural area.
 - The MCT is a shared use path, meant to be for walking and biking. City standard is 10-12 feet wide and paved, but with the constraints of this area we might not be able to meet that standard for the full trail.
 - South End Rd and 99E are not safe for bikes, so eventually the Oregon City Loop trail will be the preferred bike route to go south, once it is built. At that time, we might see more use of this trail by people biking.
 - Highest crime concern is substance abuse.
 - People sleep in cars at Old Canemah Park parking lot sometimes
 - Where will trail users from outside the area park? Fear use of neighborhood for parking.
 - Can parking be expanded at Children's park or on 99E? People could walk to park from 99E.
 - Metro owns a lot south of the City limits on 99E – could that be an access alternative rather than parking in Canemah neighborhood?
Note: Metro does not have a Master Plan for the Canemah Bluff Natural Area yet. Parking areas and additional trailheads would be determined through a Master Planning process. Parking for Canemah Bluff natural area and Canemah Children's Park will not be a topic or goal of this trail project, but the project team will strive to craft some recommendations for parking in general that could address multiple sites.
 - Parking at VFW could even generate revenue, but timing is an issue. VFW needs the lot during certain times.
 - Tumwater Rd is dangerous, drivers try to beat the light and come in very quickly. Could it be closed off to cars? Additional parking for museum might be possible if it is closed.

ADVISORY GROUP MEETING NOTES AND LETTER

The group amended a few of the goals, but did not get through the entire list. They decided to move on to the next agenda topic and revisit goals later. Staff will send out the amended version to the group asking for further review over email in the weeks following the meeting.

3. Trail Alignment Alternatives: The group reviewed the draft alignments. Discussion and comments included:

VFW/Museum/S 2nd Area:

- Would like to see trail next to museum
- The City owns two homes between Tumwater and High Street. Could these properties be useful to ensure alignment is close enough to the museum?
- VFW driveway is steep and dangerous – poor visibility. Could you take 2nd ave from the Promenade to High Street instead?
- 4-way stop at High street is safer than Tumwater crossing.
- Is it possible to get a signal at High and S 2nd?
- Crossing S 2nd at 99E is possible but not comfortable.
- Could we consider the whole Promenade as part of the MCT and show the existing alignment on maps and signs?

Highway 99E:

- Air quality issues along 99E
- Traffic safety is a concern on 99E; fast speeds, no separation.
- People don't want to walk along 99E, but along the water is desirable. Could we make it more comfortable to walk along 99E?
- In ODOT right of way, if something is changed it has to be fully upgraded to ADA standards, which can be very expensive.
- If you want to put the trail behind buildings on 99E, future redevelopment would need to not turn its back on the trail.

Canemah Area:

- 5th avenue and South End Rd is a school bus stop
- From South End Rd, could you drop into Old Canemah Park upper trail?
- Property next to Coffee creek and Old Canemah park is for sale.

Alignment C was amended to come off the promenade from 2nd street to High Street, rather than on 1st Street, to avoid use of the stairs at 1st Street. An alignment alternative was added coming off South End Road and into the upper trail section of Old Canemah Park.

4. Next Steps

- Project staff will send link to alignment map, survey results, and amended draft goals out to group
- Next meeting is August 15 at the Library, same time.
- Greenway for a Day event is July 29. Members signed up to volunteer. Project staff will advertise event and send ample notice to neighbors along the greenway route. Project staff will send information to the group as soon as possible. The event also includes an Ivy Pull at Old Canemah Park, in partnership with the Parks Department and the Oregon City Parks Foundation.



OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #2

Date: August 15, 2017

Time: 6PM – 8PM

Place: Oregon City Library Community Room – 606 John Adams St, Oregon City, OR

Meeting Attendance: See attached attendance sheet.

MEETING NOTES

6:00 to 6:10PM *Introductions and Goals for the Meeting*

Kelly Reid, the City's project manager, described the goal for the meeting to reach consensus on a trail alignment.

6:10 to 6:25PM *Status Update and Greenway for a Day Recap*

The group discussed survey results and anecdotes from the Greenway Event. Approximately 75 people participated in the event. A summary of the event and results of the survey is attached to the meeting notes.

Kelly gave a brief explanation of the riverwalk project, including the pedestrian bridge and the Canemah connection. She said that due to the cost and challenges of building a bridge over the railroad, the Canemah Connection is a long term phase and would not likely be built in the near future.

6:20 to 7:45 PM *Trail Alignment Alternative Evaluation*

Christo Brehm from ALTA Planning + Design led a discussion about the alignment map, evaluation matrix, and cross sections. A summary of the discussion is below:

The group began with the S-01 through S-06 segments near the Museum, VFW, and S 2nd.

Kelly shared that the City's Transportation System Plan (TSP) includes a future project to add a signal at the current 4-way stop at High Street and S 2nd. The group agreed that High Street is currently the safest place to cross S 2nd, and will be even safer once a signal is installed. One member thought the 4-way stop is dangerous and perhaps the 99E crossing would be safer.

The intersection at Tumwater is seen as problematic. The group discussed a traffic circle and a Rapid Flash Beacon, but were concerned that those treatments would not be safe enough for a crossing.

The group discussed the VFW alignment (S-02) versus the High Street alignment (S-01) and were concerned that the High Street option does not offer direct access to the Museum. If S-01 is chosen, the group agreed that good signage could direct people toward the Museum. One member thought there was a speeding problem on High Street that should be addressed.

Some thought that the S-02 option was more attractive because of the direct access to the museum and more direct route, in addition to the better connection to the future riverwalk pedestrian bridge. The challenges with this option are the VFW driveway and the crossing at Tumwater.

The group then talked about the A segments. One member mentioned that A-01, the pedestrian bridge and stairs over 99E, is slippery when wet. The Boardwalk (A-02) would need a lot of repair. It is not currently wide enough and its structural condition is questionable. Many thought it was not family friendly.

The group reached consensus that the A alignment is not the preferred alignment. Some members wished to keep the A alignment as a loop option – not the main path, but a secondary path to create a walking loop. The group discussed that it could be upgraded at the time of future construction of the riverwalk Canemah connection, which will occur in the distant future.

The group then began discussing the B versus the C alignments.

Some members thought the options along 99E were unattractive. Even so, because the B alignment also passes through Old Canemah Park, the B option was seen as the most attractive path by some members. Old Canemah Park is considered the highlight of the trail for many. The survey results reflect this sentiment as well.

The group discussed the C options, noting that blasting would be required along South End Road to create enough width to add a pathway. The C-02 alignment into PGE property and upper Old Canemah Park was described as having very steep slopes. The group was more interested in the connection to 5th Avenue (C-04) and the unimproved right of way (C-05).

The constraints of C-05 were discussed, including the severe geotechnical hazards and landslide risk, and the current use of the area as extensions of neighbors' backyards, because it is unimproved and does not appear to be right of way. Christo said the project geotechnical engineer recommended against the C-05 alignment due to safety concerns. One member mentioned that a study was recently done for a new home in that area, and found little hazard risk. Christo and Kelly said they could investigate the slopes and landslide risks further, including asking the project geotechnical engineer for more input. Unfortunately, the C-5 alignment is probably inaccessible due to the steep slope and overgrown vegetation.

The group took a straw poll on B versus C alignments, and found almost equal support, with slightly more people in support of the B alignment.

The group agreed to come back to the third meeting with more information to determine the final alignment.

Kelly agreed to set up a time for a site visit to evaluate the C alignment, because the first site walk only included the A, B, and shared (S) alignments.

7:45 to 8:00PM

Next Steps

The next meeting is tentatively scheduled for September 12. Kelly will be in touch with the group to schedule the site visit and confirm the next meeting date.

UPCOMING EVENTS / IMPORTANT DATES

September 7	McLoughlin Neighborhood Association meeting
September 12	Meeting #3
September 14	Canemah Neighborhood Association meeting
September 26	Historic Review Board Meeting
October TBD	City Commission review of plan



OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #3

Date: September 21, 2017

Time: 5:30PM – 8PM

Place: Oregon City Library Community Room – 606 John Adams St, Oregon City, OR

MEETING NOTES

5:30 to 5:40 PM *Introductions and Goals for the Meeting*

Kelly Reid described the purpose of the meeting was to reach consensus on a trail alignment recommendation, and, if there is time, to identify other safety recommendations to make to the City Commission.

5:40 to 6:45 PM *Trail Alignment Alternative Evaluation*

Kelly Reid summarized the last meeting and gave a short summary of the Canemah and McLoughlin neighborhood association meetings she attended.

Mary Stewart from ALTA Planning and Design reviewed alignment alternatives B and C with the group. The group made comments on the alignments through a roundtable discussion. Comments included:

- The B alignment is more direct and includes Old Canemah Park, which is the highlight of the area
- PGE transmission poles and/or guy wires may need to be relocated in alignment B. There is greater impact to PGE property with alignment B.
- There are lots of large curb cuts on 99E – it would be nice to define and limit driveway width
- Jersey barriers on 99E would be ideal
- Stop signs at 3rd and Ganong would be nice, and we may want to consider 4th and Ganong as well due to visibility issues
- Stop signs and speed humps within Canemah will calm traffic and make the trail safer. However, stop signs and speed humps might be frustrating for neighbors who are used to not having to stop.
- Canemah could be signed as local access only from 99E
- Changing the location of the VFW driveway to 1st Street would be ideal and allow for two-way access. However, neighbors may oppose new traffic patterns on their street.
- The option going behind the development on 99E is great but it is long term and dependent on private redevelopment
- Crossing of S 2nd Street is concerning no matter where it happens, but especially at Tumwater

- Closing Tumwater Drive is desired
- There is too much noise from 99E traffic. Alignment C on South End Rd. seems like a more pleasant walk. However, walking on South End is not peaceful. Traffic is fast.
- Alignment C seems safer although it doesn't provide views and access to nature.
- A suggestion to use High Street to the B alignment to avoid the VFW driveway and Tumwater Drive (combining B and C alignments).
- The driveway to the Old Canemah Park parking lot is steep with low visibility and should be improved
- Both options would include tree removal – B in Old Canemah Park and C in 5th Ave right of way behind people's homes
- A suggestion to peel the trail off of South End road and connect with the upper tail in Old Canemah Park. However, slopes on the upper trail are near 30%.

During the discussion, more positive comments were made about alignment B, and more members expressed that they favored alignment B over alignment C. In light of that, Kelly asked the group to raise their hands if they could live with a recommendation of alignment B. All but one of the group members said they could do so, with the following caveats or improvements made along the alignment:

- Closure of Tumwater left turn from 99E
- Investigate moving VFW Driveway to 1st Street (one member opposed unless it is entrance or exit only)
- Safer crossing of S 2nd
- Safety barrier along 99E segment
- Safer Old Canemah Park driveway solution
- Traffic calming in Canemah*
- Wayfinding signage with minimal sign clutter

*Priorities for traffic calming in Canemah include reducing the speed limit to 20 MPH, using sharrows or other on-street markings, and using visual narrowing through on street markings. Traffic calming options that are lower priority, or which should be utilized if initial efforts do not suffice, include adding stop signs, speed humps, and delineating the on-street parking spaces with potential residential permit parking.

Mary shared a mockup sketch of an idea for a safe crossing of S 2nd at Tumwater that could be part of an option that included aligning the trail behind development on 99E. The short and medium term B alignment is along the frontage of 99E, but the long term alignment could be behind the development, as long as the future development does not 'turn its back' to the trail, creating security issues. A sketch of the crossing solution for S 2nd can be included in the trail plan as an appendix.

Kelly thanked the group for their time and effort and invited them to attend future City Commission meetings when the trail plan is up for adoption. Kelly will send a summary of the recommendation to the group in the next week, and will continue to provide updates to the group as the plan progresses.



OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #4

Date: December 14th, 2017

Time: 5:30PM – 7:30PM

Place: Oregon City Library Community Room – 606 John Adams St, Oregon City, OR

MEETING NOTES

Introductions and Goals for the Meeting

Review of Draft Report and What We've Heard

Mary reviewed the three alignments considered and the current interim and long term alignments.

Discussion of additional recommendations and clarifications. Decisions/votes are underlined.

- VFW feedback: A new driveway from High Street is not necessarily desired. VFW representatives would rather see the existing driveway widened to accommodate the trail. Some members of the group thought the new driveway from High Street could be a good "plan B."
The Group agreed to keep the long term alignment on the existing VFW driveway and abandon the idea of relocating the vehicular access. Instead, the existing driveway should be widened.
- Tumwater area neighbors, including owners of Bud's Towing, Gerber Collision, Highland Stillhouse, and Falls View Tavern discussed issues with the long term alignment. They pointed out that there is an old road that is fairly flat at the base of the wall between their properties and High Street/South End Road. While the owners of Bud's Towing are not in favor of the trail shown as is, they would be supportive of a trail that was aligned along the very back of the property at the base of the wall. Adjoining property owners agreed. All the property owners also expressed support for the trail along 99E. Some members of the Advisory group felt strongly that the trail on 99E would not be ideal due to traffic conflicts and perceptions of safety from fast moving vehicles on 99E. Others felt that the plan should include the same interim and long term alignments on 99E and not consider the back edge of the property. A trail along 99E would provide less disturbance to the PGE and Gerber Collision properties, where a trail would otherwise be needed along the shared property line.
The Advisory Group voted (7-5) to recommend that the long term trail route remain flexible and be located either along 99E or along the back edge of the private properties.
The 5 "no" votes were for instead considering an alignment on 99E only. Further study is required to determine an appropriate route and design to reach the back edge of the properties.
The group talked about where it is best to cross South 2nd. If the long term trail ends up at 99E, does a crossing at Tumwater still make sense? Joe Marek, a transportation engineer with Clackamas County, suggested that a study is needed to better understand the feasibility of a crossing, and suggested that the group remain flexible regarding the South 2nd crossing location and recommend an engineering analysis to determine the best solution. The group agreed on this recommendation.
- Paul Edgar raised the issue of the interim trail crossing, pointing out that it could be safer to cross at High Street rather than 99E. In the long term, the TSP includes a signal at that intersection. The advisory group voted (5-3) to keep the interim alignment as shown on the current plan.

- The group agreed to include a recommendation for a long term connection to the riverwalk via the sidewalk on 99E and Jerome Street crossing in Canemah. The group also agreed that better speed control is needed on 99E, with some calling for reduced speed limits.
- The group agreed to recommend a parallel path next to Old Canemah Park driveway. Phil Lewis explained that a pathway could be routed through an existing public area without disturbing many trees, and allow people walking to avoid the narrow driveway into the parking lot.
- The group declined to recommend any additional trail connections, but recommends that the Parks and Recreation Advisory Committee review and update the trails master plan, which dates back to 2004. The PRAC can consider additional nature trails or connections in the area.
- Mel Huie from Metro pointed out that the MCT plan does not include Metro's property at Canemah Bluff and that pedestrians are welcome in the park, but bicycles and dogs are not permitted.
- Advisory Group members passed around and signed a letter acknowledging the public process and decisions made at Advisory Group meetings.

Next Steps and Implementation

- The group kept open the option of continuing to meet through future design and construction phases of the trail.
- Staff and consultants will update the report to reflect the decisions made at this meeting and will distribute to the group in January.
- Kelly Reid mentioned the upcoming meetings of the PRAC, TAC, and Planning Commission and encouraged members to write or testify at the Planning Commission meeting in February. Doug Neeley requested that staff give a presentation to the Natural Resources Committee as well.

UPCOMING EVENTS / IMPORTANT DATES

January 10 th	Natural Resources Committee
January 16 th	Transportation Advisory Committee
January 25 th	Parks and Rec Advisory Committee
February 12 th	Planning Commission
February 21 st	City Commission



STAFF REPORT AND RECOMMENDATION

Updated March 12, 2018

FILE NO.: LE 17-02: McLoughlin-Canemah Trail Plan

APPLICANT: City of Oregon City
625 Center Street, Oregon City, Oregon 97045

REQUEST: Amend the Oregon City Transportation System Plan, Parks Master Plan, and Trails Master Plan to include a plan for the McLoughlin-Canemah Trail.

LOCATION: Corridor between McLoughlin Promenade, Old Canemah Park, and Canemah Children's Park.

RECOMMENDATION: Approval

REVIEWER: Kelly Reid, AICP, Planner

17.50.170 - Legislative hearing process.

A. Purpose. Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use must begin with a public hearing before the planning commission.

B. Planning Commission Review.

1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The community development director shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.

2. The community development director's Report. Once the planning commission hearing has been scheduled and noticed in accordance with Section 17.50.090(C) and any other applicable laws, the community development director shall prepare and make available a report on the legislative proposal at least seven days prior to the hearing.

3. Planning Commission Recommendation. At the conclusion of the hearing, the planning commission shall adopt a recommendation on the proposal to the city commission. The planning commission shall make a report and recommendation to the city commission on all legislative proposals. If the planning commission recommends adoption of some form of the proposal, the planning commission shall prepare and forward to the city commission a report and recommendation to that effect.

C. City Commission Review.

1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.

2. Notice of Final Decision. Not later than five days following the city commission final decision, the community development director shall mail notice of the decision to DLCD in accordance with ORS 197.615(2).

Proposed Project

The proposal is to update and amend the Oregon City Transportation System Plan (2013), the Parks Master Plan(2008), and Trails Master Plan (2004) by adopting the McLoughlin-Canemah Trail Plan. These plans are Ancillary Documents to the Oregon City Comprehensive Plan. These plans currently include a proposed trail linking the McLoughlin Promenade to Canemah Children's Park, represented by various TSP Project Projects, and Trail Project #L19.

Figure 1: Adopted Transportation System Plan Projects within Project Area (2013)

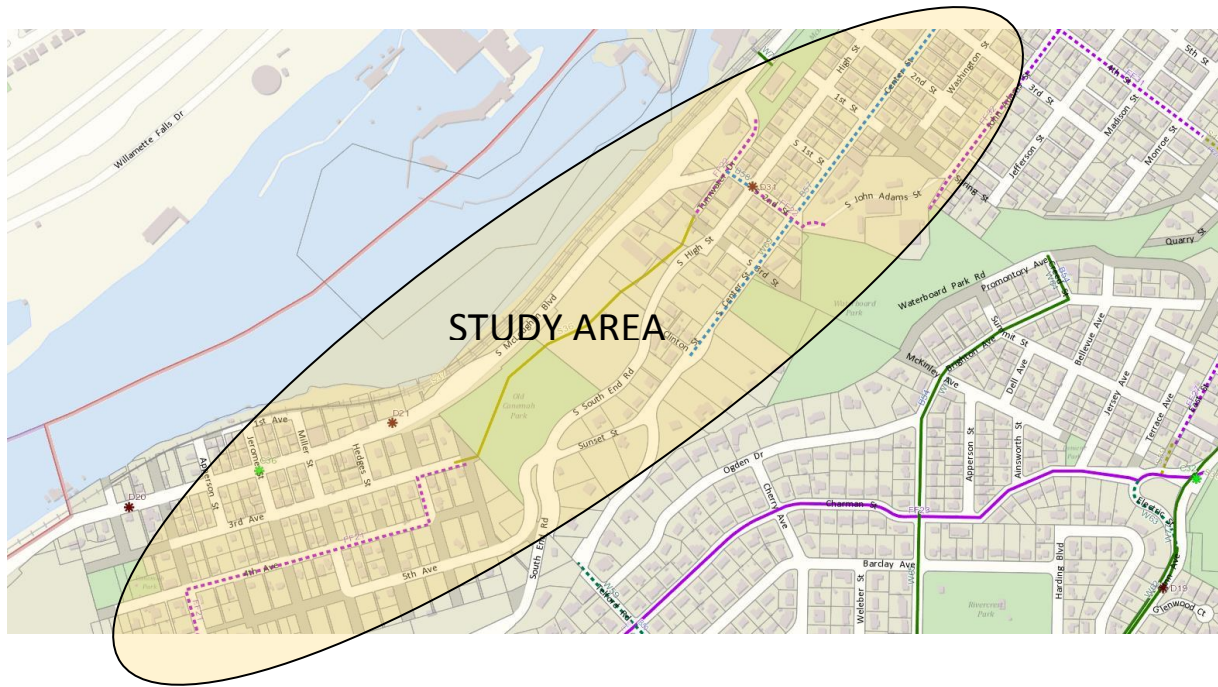
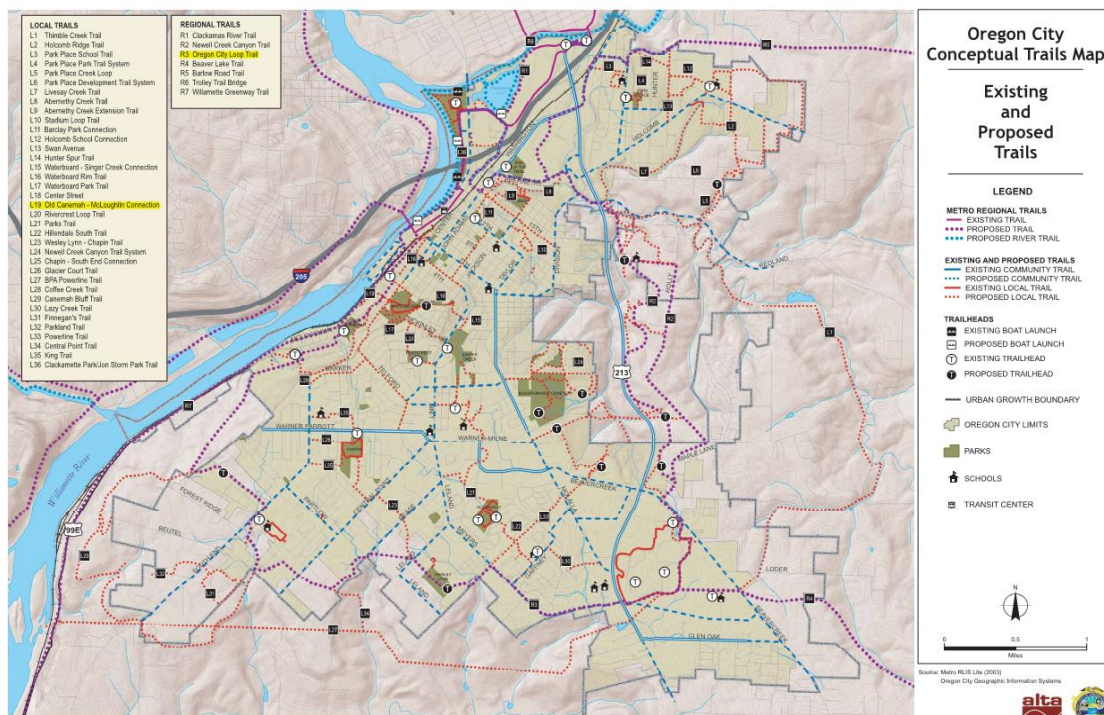


Figure 2: Adopted Trails Master Plan Map



In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the McLoughlin-Canemah Trail (MCT), a segment of the larger Oregon City Loop Trail. The objective of the grant-funded trail plan project was to determine an alignment for a permanent trail, and to identify an interim trail alignment and safety upgrades.

Proposed Trail Alignment

During a robust community process that involved dozens of stakeholders, three trail alignments were considered. The recommendation includes an interim and long term permanent trail alignment. It is recommended that the interim trail improvements be constructed in a timely manner, because permanent trail improvements are dependent upon redevelopment and ample funding and may be far into the future. When permanent alignment improvements are constructed, the trail signage would then direct users to the permanent route rather than the interim route. See Exhibit 2 for complete trail maps and alignments.

Public Involvement and Public Comment

The creation of the McLoughlin-Canemah Trail Plan provided opportunities for public involvement in the Legislative decision making process through the community advisory group, Greenway for a Day event, online surveys, public hearing process, multiple project mailings, newspaper noticing, meetings with the Transportation Advisory Committee, Parks and Recreation Advisory Committee, Historic Review Board and Citizen Involvement Committee. A full description of the public engagement process is included in the application narrative and the full Trail Plan Report (Exhibits 2 and 3).

The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 16 member Community Advisory Group's purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment. The recommended trail alignments reflect the near-consensus of the Advisory Group, with one member unable to support the recommendation.

The McLoughlin-Canemah Trail Plan has been available for review on the Oregon City website at the following address: <https://www.orcity.org/planning/mcloughlin-canemah-trail-plan>.

At the November 13, 2017 public hearing, the Planning Commission requested specific motions or votes from the Transportation Advisory Committee and the Parks and Recreation Advisory Committee. In addition to this, the project staff also held additional meetings which resulting in slight changes to the proposed plan. The additional meetings included:

- Meeting with VFW: November 27, 2017
- Advisory Group Meeting #4: December 14, 2017
- Natural Resources Committee: January 10, 2017
- Transportation Advisory Committee: January 16, 2017
- Clackamas County Historical Society: January 22, 2017
- Parks and Recreation Advisory Committee: January 25, 2017

Public Comments

Public Comments were received prior to and at the first hearing on November 13, and after the November 13th hearing. A summary table of comments and how they have been addressed is below:

Date	Commenter	Comment Topic	How Comment is Addressed
11/1/17	Matthew Carlson, Tiffany Carlson, Dr. Carl Michael Secor, and Tamara Secor, owners of the property at 324 Tumwater Drive	In general support of the idea of a McLoughlin-Canemah Trail, but strongly opposed to the City of Oregon City engaging in any taking, transfer, or development of our property without our involvement and explicit consent.	The permanent trail alignment has been modified based on comments and meetings with the property owners. See trail plan for final alignment. Property acquisition is not proposed at this time. The permanent trail alignment would only be implemented in the event of redevelopment of private properties in the area.
11/2/17	Paul Edgar, Canemah resident and Advisory Group member	Objection to recommendation to cross at 99E or Tumwater Drive, concerns about the effect of a Tumwater crossing on traffic in the area. Also supports use of High Street, South End Rd, and 5 th Avenue for the trail alignment.	Permanent trail alignment has been revised to call for further study of S 2 nd crossing location. Proposed TSP project C37 has been revised to reflect this as well.
11/3/17	ODOT	General support of proposed alignment	N/A
11/3/17	PGE	Appreciate opportunity to participate, propose a license agreement to manage access	N/A
11/13/17	Paul Edgar, Canemah resident and Advisory Group member	The trail should cross South 2 nd at High Street where a future signal is planned	Permanent trail alignment has been revised to call for further study of S 2 nd crossing location. Proposed TSP project C37 has been revised to reflect this as well.
11/13/17	Will Rasmussen on behalf of Bud's Towing	Objection to bisecting of the Bud's Towing property at 126 S McLoughlin Blvd.	The permanent trail alignment has been modified based on comments and meetings with the property owners. See trail plan for final alignment.
Testimony at 11/13/17 hearing	Multiple Commenters	Multiple topics; see attached issues matrix that addresses each of the comments in detail	See attached issues matrix that addresses each of the comments in detail
1/16/18	Metro	General support of proposed alignment	N/A
1/16/18	James Nicita	Submitted materials regarding the City acquisition of the Budwin property in Canemah.	No changes are recommended. The Advisory Group discussed this property and recommends that the Parks and Rec Advisory Committee conduct a review of the trails master plan to determine how this property could be best utilized.

Public Notice

Notice of the first Planning Commission and City Commission public hearing dates was published in the newspaper on October 25, 2017. Notice of the public hearings was mailed to affected property owners and residents within 300 feet of the corridor plan area on October 21, 2017.

In accordance with ORS 197.610 and OAR 660-018-0020, a Notice of Proposed Amendment to the Oregon City Comprehensive Plan was provided to the Oregon Department of Land Conservation and Development 35 days prior to the first noticed Evidentiary Hearing).

Notice of the proposed amendment was provided to a variety of affected agencies including: South Fork Water Board (SFWB), Clackamas River Water (CRW), Clackamas County, Clackamas Fire District #1, Oregon City School District, Tri-City Services District, Metro, TriMet, and Oregon Department of Transportation (ODOT).

DECISION-MAKING CRITERIA:

Transportation System Plan

Finding: Complies as Proposed. The Transportation System Plan was used as the source to identify the improvement projects recommended in the plan. The McLoughlin-Canemah Trail Plan was previously identified as a group of three TSP projects linked together. These were S36, FF21, and FF22.

The McLoughlin-Canemah Trail Plan proposes the following TSP Project changes shown as redlines:

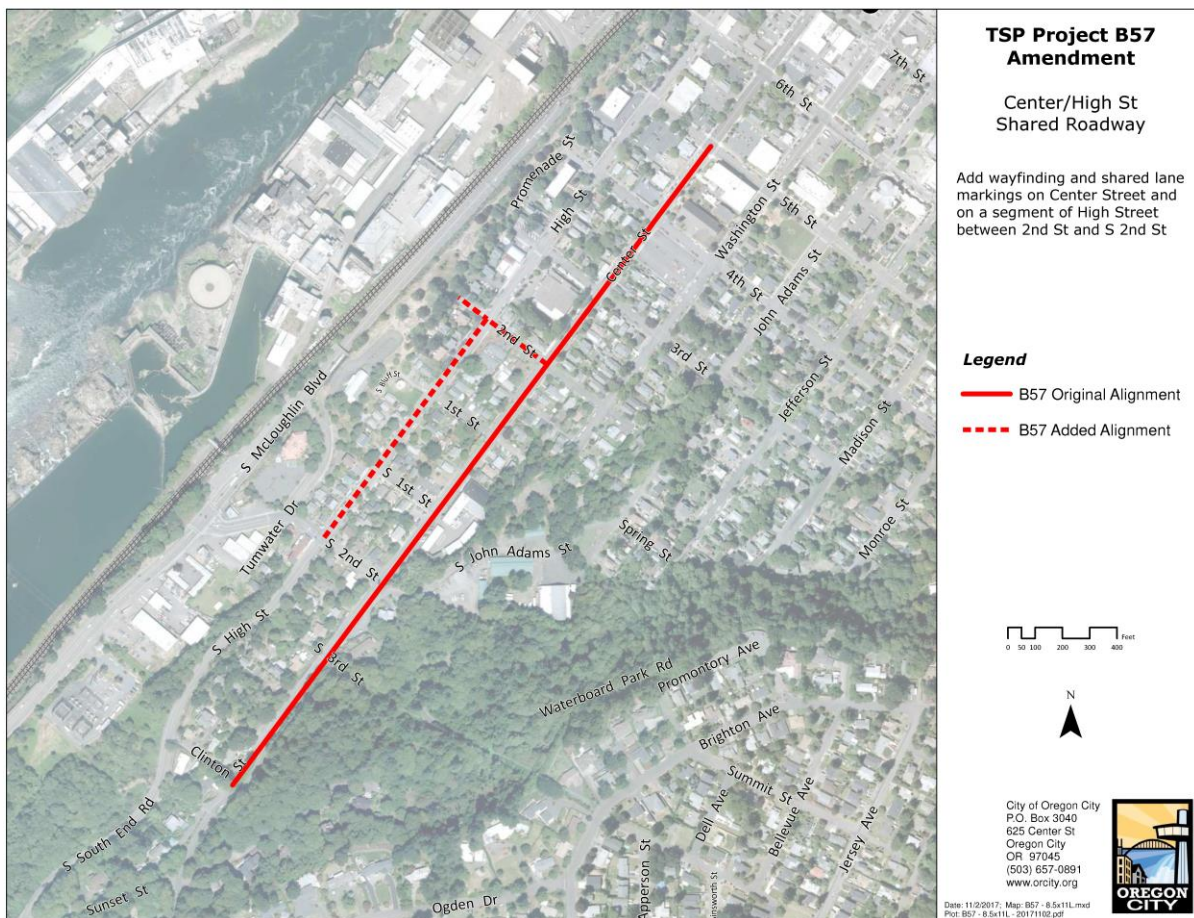
Project Number	Project Name	Project Extent	Description	Priority	Cost Estimate	Likely to be Funded
S36	Tumwater-4th Shared-Use Path	Tumwater Drive to 4th Avenue	Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2 nd intersection, <u>as described in McLoughlin-Canemah Trail Plan. Includes interim trail improvements to South 2nd St. and 99E frontage.</u>	Long-term <u>Short Term</u>	\$590,000 <u>\$1,702,000</u>	Yes
B57	Center/ <u>High</u> Street Shared Roadway	Clinton Street to 5 th Street	Add wayfinding and shared lane markings <u>on Center Street and on a segment of High Street between 2nd St and S 2nd St.</u>	Long Term <u>Phase 3 Short Term</u>	\$18,500 <u>\$22,200</u>	No <u>Yes</u>
<u>D96</u>	<u>Tumwater Drive turn closure</u>	<u>99E/Tumwater Drive</u>	<u>Close the left turn from 99E onto Tumwater Drive.</u>	<u>Short Term</u>	<u>\$10,000</u>	<u>Yes</u>
<u>C37</u>	<u>Pedestrian/Bike Crossing of South 2nd St</u>	<u>South 2nd St between High Street and 99E</u>	<u>Improve safety of crossing; may include refuge island and pedestrian activated flasher. Traffic study to determine best location for crossing.</u>	<u>Long Term</u>	<u>\$231,000</u>	<u>No</u>
FF21	Canemah Family	Old Canemah	This site is located within	Long-term	\$595,000	Yes

	Friendly Route	Park to Cemetery Road Throughout Canemah Historic District	the Canemah National Register District. Add wayfinding, <u>traffic calming</u> , and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. <u>on Route via</u> 5th Avenue, Blanchard-Miller Street, 4th Avenue, Ganong Street and 3rd Avenue	Phase 4 <u>Short Term</u>	\$50,000	
FF22	Tumwater- South 2nd Family Friendly Route	Waterboard Park to Tumwater-4th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via <u>VFW parking lot and</u> Tumwater Drive, South 2nd Street and <u>Waterboard Park Road</u>	Long-term Phase 4	\$117,000 <u>\$110,000</u>	No
<u>FF34</u>	<u>Waterboard Park Family Friendly Route</u>	<u>Tumwater Dr to Waterboard Park</u>	<u>Add sidewalks, wayfinding, and shared lane markings. Route via South 2nd Street and Waterboard Park Road</u>	<u>Long Term Phase 4</u>	<u>\$20,000</u>	<u>No</u>

Description and Analysis of Proposed Project Amendments:

Project S36 is shown in the existing TSP as cutting through private property including the PGE substation. This proposal is to modify the alignment based on the final trail plan, including a change to route in front of the PGE substation. Discussions with PGE and the community advisory group identified options of going behind the fenced substation or in front of it, but for security reasons it is not recommended to go behind the substation, where the trail would be hidden and could be a potential security risk.

Project B57 is proposed to be expanded to include a segment of High Street from 2nd to South 2nd, to allow for safer bicycle use of the interim trail alignment. The High Street segment of Project B57 is planned to be completed in conjunction with planned resurfacing of the street in 2018.

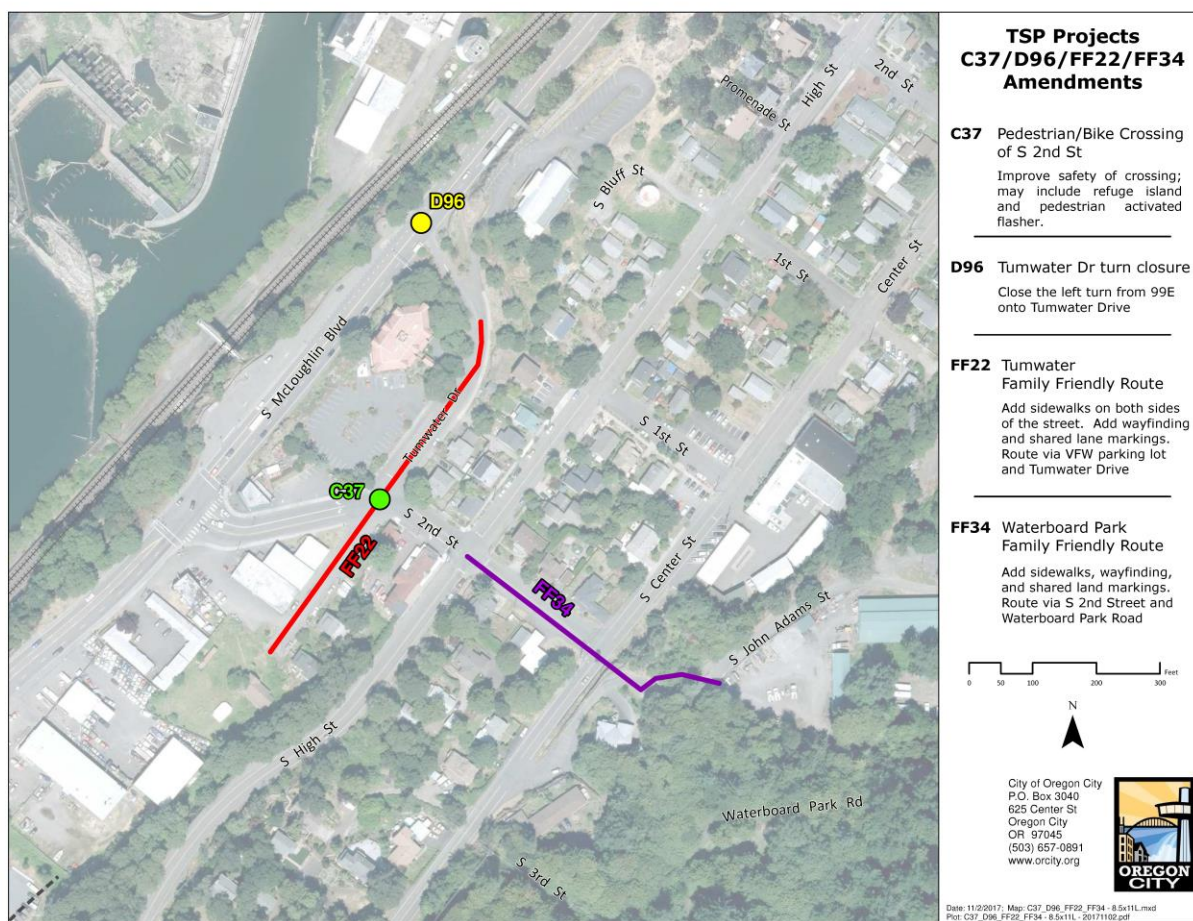


Project D96 and C37 are new projects that reflect the refined trail plan.

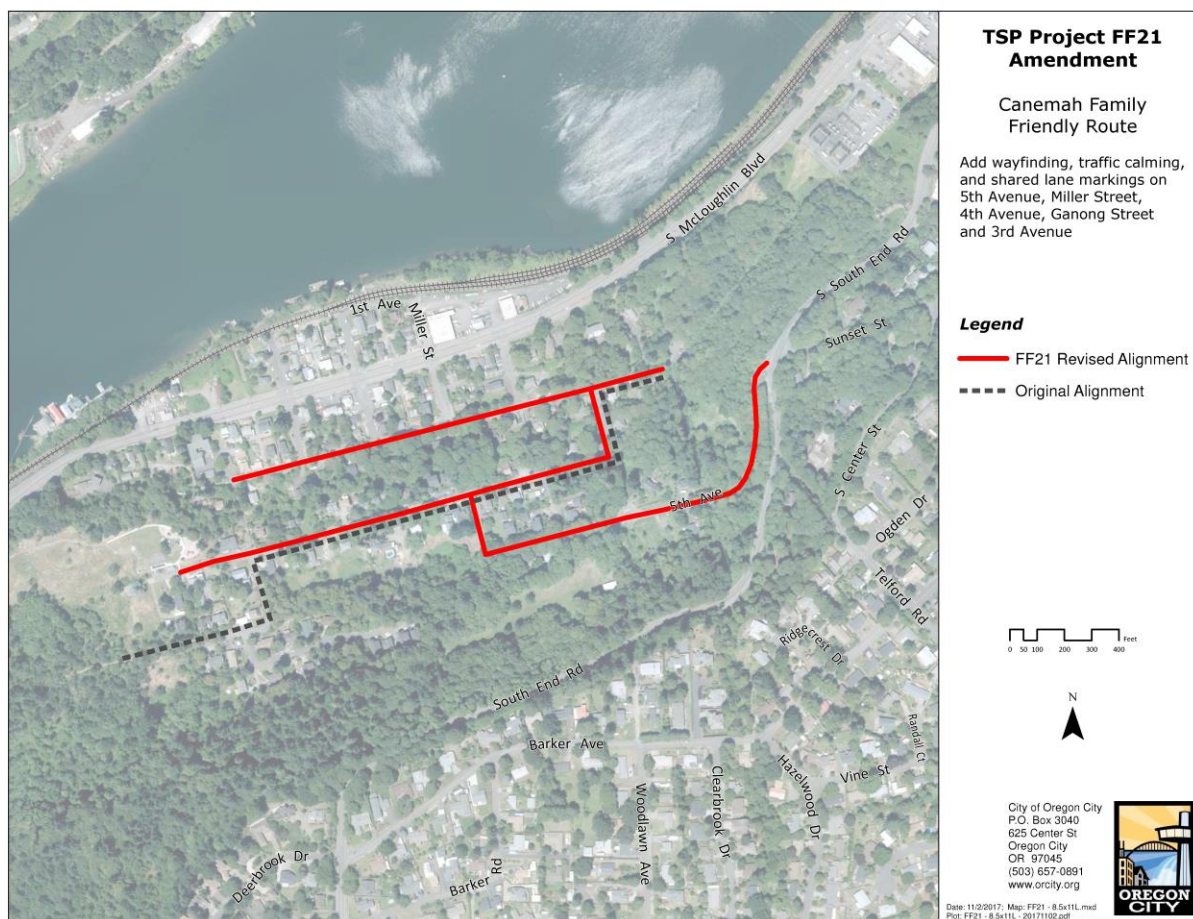
Project D96 will be a joint effort with ODOT. ODOT has completed an evaluation on Tumwater Drive left turn and recommends closure.

Project C37 would allow the permanent trail to cross South 2nd St at High Street, Tumwater Drive, or 99E with a safer crossing design. Further study is needed to determine the best location for the crossing. A conceptual sketch of what the crossing could look like at Tumwater Drive is included in the Trail Plan report (Exhibit 2).

Project FF34 is a new project resulting from the separation of the Waterboard Park segment of Project FF22. FF34 is not part of the scope of the McLoughlin-Canemah Trail, so it has been separated out from the Tumwater portion. Now, project FF22 only includes Tumwater and is fully part of the trail plan.



Project FF21 is proposed to be expanded to include additional streets within Canemah. Because Canemah lacks sidewalks and the historic status and existing development pattern make sidewalk installation extremely unlikely, it is recommended to include the typical vehicle route through Canemah as a family friendly route to make it safer for people who are walking and biking in the neighborhood. Currently, residents are deterred from walking and biking within their own neighborhood due to the lack of facilities and speeding traffic. Project FF21 includes the installation of traffic calming, shared street markings and wayfinding signage on 3rd Avenue, 4th Avenue, and 5th Avenue in Canemah, including the connecting streets. Paired with a reduced speed limit of 20MPH, it is expected that these measures will create a safer environment for residents who want to walk and bike, for school children walking to their bus stops, and for people using the McLoughlin-Canemah Trail.



Cost estimates that have been revised in the table above are based on planning-level cost estimates from 2017 from ALTA Planning + Design. This amendment does not amend the System Development Charge (SDC) rates; but does include updated cost estimates. SDC rates may be updated through a separate ordinance in the future.

Trails Master Plan and Parks Master Plan:

Finding: Complies as Proposed. The Trails Master Plan, adopted in 2004, includes the McLoughlin-Canemah Trail as project L19, and the Oregon City Loop Trail as project R3. The Parks Master Plan was last updated in 2008.

Amendments to these plans are proposed as follows:

1. Adopt McLoughlin- Canemah Trail Plan Report as Ancillary document to the Trails Master Plan
2. Add project to Parks Master Plan to modify or expand the existing driveway to Promenade parking lot (next to VFW) for pedestrian and bike use
3. Add project to parks Master Plan to connect Promenade to 2nd Street with paved walking path
4. Amend Trails Master Plan Project List (complete table with redlines shown in Exhibit 3):

ID	Trail	From - To	Type	Description	Acquisition/Ease ment	Length (miles)	Lead Responsibil ity	Trail Costs
L19	McLoughlin -Canemah Trail	Promenade to Canemah Children's Park	Paved Trail, sidewalk, on-street	An on-street trail would extend through the Canemah neighborhood to a paved trail through Old Canemah Park to the PGE substation. The shared used path would continue across S 2 nd to the VFW and Promenade.	Easements needed to cross PGE property to McLoughlin Blvd. Acquisition or dedication of private property between PGE and S 2 nd St.	0.95	Oregon City Parks and Recreation, Oregon City Public Works	\$2,100,124
R3	Oregon City Loop Trail	Beavercreek Rd. - Hwy. 213 (excludes Newell Creek Canyon Trail section) to Willamette Greenway Trail	Shared Use path, on-street, boardwalk	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along powerline right-of-way, and down the bluff to link up with the Promenade and riverwalk in downtown Oregon City. Includes multiple TSP projects and the McLoughlin-Canemah Trail.	New development, easements on Canemah Bluff	11.2	Oregon City, Clackamas County, Metro	\$2,469,331

Project L19 is proposed to be revised to include the full trail alignment, including streets within Canemah. The project overlaps with the Transportation System Plan projects and is consistent with them.

Project R3 is proposed to be revised to include the McLoughlin-Canemah trail in order to ensure full connectivity to the Willamette Greenway Trail and the Willamette Falls riverwalk. This change results in Project L19 officially becoming a segment of the Oregon City Loop Trail and corrects inconsistencies between Oregon City's local plans and the Regional Trails Plan.

Chapter 17.68: Zone Changes and Amendments

17.68.020 Criteria.

The criteria for a zone change are set forth as follows:

- A. The proposal shall be consistent with the goals and policies of the Comprehensive Plan.*

Oregon City Comprehensive Plan

According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

The McLoughlin-Canemah Trail Plan is a special purpose plan which will be adopted as an ancillary document to the Oregon City Trails Master Plan and Transportation System Plan (TSP). The TSP is an adopted ancillary document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review.

Chapter O. Comprehensive Plan Maintenance and Update

Regular Review and Update. Another method of Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

- ***Plan implementation process;***

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan is a special purpose plan that is part of the City’s Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, City of Oregon City, has presented the update for input by the residents, affected agencies, property owners, the Parks and Recreation Advisory Committee, the Historic Review Board, Transportation Advisory Committee, Natural Resources Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

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

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan provides an analysis of existing conditions and provides direction for future development, funding and needs. A review of the Natural Resources Overlay District and reconnaissance level wetlands review has shown that the trail may impact regulated natural resources and will be required to follow permitting requirements.

- ***Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.***

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan was created through a robust public engagement process in order to reflect community needs, desires, attitudes, and conditions.

- **Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.**

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan includes an analysis of existing conditions including reconnaissance of natural resources and slopes, ODOT plans and conditions, Willamette Falls riverwalk plans, and all updated master plans adopted by the City.

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Goal 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: Complies as Proposed. The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 16-member Community Advisory Group's purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment. The City also hosted Greenway for a Day to engage the larger community, and held an online survey available to all. The event was advertised to all residents and property owners in the vicinity of the trail, and was covered in the local media.

Letters were mailed to property owners along the potential trail routes three times during the process: at the beginning of the process, for the Greenway event, and as part of the land use notice requirements.

This application was noticed by mailings to all properties within 300 feet of the three alternative trail alignments and notice in the newspaper.

Section 2: Land Use

Goal 2.1 Efficient Use of Land

Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development

Policy 2.1.3 Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow development to vary from prescriptive standards if planned and approved under this provision.

Policy 2.1.4 Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.

Goal 2.6 Industrial Land Development

Ensure an adequate supply of land for major industrial employers with family-wage jobs.

Policy 2.6.7 Establish priorities to ensure that adequate public facilities are available to support the desired industrial development.

Finding: Complies as Proposed. No change to land uses are proposed. The trail aims to connect residents to commercial areas.

Goal 2.4: Neighborhood Livability - Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.

Policy 2.4.2 Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.

Finding: Complies as Proposed. The trail aims to connect residents to commercial areas, and to provide connections between unique neighborhood amenities such as Old Canemah Park, the McLoughlin Promenade, and the Museum of the Oregon Territory. The trail will add to the vibrancy of the area by creating a safer environment for people to travel within their neighborhoods on foot and by bicycle.

Section 5: Natural Resources

Goal 5.4 Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policy 5.4.1 - Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.

Policy 5.4.2 - Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources within the Urban Growth Boundary and incorporate the information into the Urban Growth Management Agreement with Clackamas County.

Policy 5.4.4- Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.

Policy 5.4.8 - Conserve natural resources that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.

Policy 5.4.9 - Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.

Policy 5.4.12 - Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.

Finding: Complies as Proposed. The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources. When permits are sought for trail construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

Section 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality -Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Policy 6.3.3 Employ practices in City operations and facilities, including street lighting, which increases safety and reduces unnecessary glare, light trespass, and light pollution.

Finding: Complies as Proposed. The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources. When permits are sought for trail construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

Goal 7.1: Natural Hazards

Protect life and reduce property loss from the destruction associated with natural hazards.

Finding: Complies as Proposed. The trail plan included an analysis and on-the-ground reconnaissance of geologic hazards, including landslide areas within Canemah. The basalt cliff near PGE and Old Canemah

Park will need to be reinforced to ensure safety. Trail alignment options that included significant new disturbance in landslide areas, such as Alignment option C, were not recommended.

Goal 5.2: Scenic Views & Scenic Sites

Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.

Policy 5.2.1 - Identify and protect significant views of local and distant features such as Mt. Hood, the Cascade Mountains, the Clackamas River Valley, the Willamette River, Willamette Falls, the Tualatin Mountains, Newell Creek Canyon, and the skyline of the city of Portland, as viewed from within the city.

Finding: Complies as Proposed. One of the goals for the trail plan established by the Community Advisory group was to include views of Willamette Falls. The recommended trail alignment through Old Canemah Park provides stellar views above the Falls.

Goal 5.3: Historic Resources

Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.

Finding: Complies as Proposed. The trail involves both the McLoughlin-Promenade, a National Register landmark, and the Canemah National Register Historic District. Before any physical changes are made to these resources, plans will be reviewed by the Historic Review Board. Major infrastructure changes in Canemah are not recommended; instead, painted street markings and wayfinding signage are preferred.

Goal 5.4: Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policy 5.4.4 - Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating or assessing costs of city actions.

Policy 5.4.7 - The city shall encourage preservation over mitigation when making decisions that affect wetlands and a "no net loss" approach to wetland protection.

Policy 5.4.17 - Protect and maintain groundwater recharge through conservation and enhancement of wetlands and open space.

Finding: Complies as Proposed. The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. When permits are sought for trail construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

Goal 8.1: Developing Oregon City's Park and Recreation System

Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

Policy 8.1.5 - Identify and construct a network of off-street trails throughout the city for walking and jogging.

Policy 8.1.7 - Seek out opportunities to coordinate and partner with other departments, agencies, and jurisdictions to fulfill the aims of the Parks and Recreation Master Plan.

Finding: Complies as Proposed. The trail plan directly implements these goals and policies by refining plans for new trails and coordinating with the other departments and agencies. The trail will connect the City's existing park assets, including the Promenade, Old Canemah Park, and Canemah Children's Park.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

Serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

- *Transportation infrastructure*

Policy 11.1.2

Provide public facilities and services consistent with the goals, policies and implementing measures of the Comprehensive Plan, if feasible.

Policy 11.17

Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

Finding: Complies as Proposed. The trail plan is a refinement of several projects found in the City's adopted Transportation System Plan. The plan includes prioritization and cost estimates for trail elements.

Goal 11.6 Transportation Infrastructure

Optimize the City's investment in transportation infrastructure.

Policy 11.6.1

Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan includes solutions to create a safer and more connected environment for walking and biking. It includes a shared use path on 99E, which currently lacks bicycle and pedestrian facilities within the corridor. It will better connect residential areas to the regional center by connecting with the McLoughlin Promenade, which allows direct access to downtown via the elevator.

Section 12: Transportation**Goal 12.1 Land Use-Transportation Connection**

Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.1 - Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Canemah and McLoughlin Neighborhoods through the use of traffic calming, addition of shared use paths, and signage.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.

Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.

Policy 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.

Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.

Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.

Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.

Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.

Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan provides opportunities to facilitate increased travel opportunities for pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The trail connects important destinations (parks, schools, residences, and employment) with multiple modal options.

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1 -Identify improvements that are needed to increase the safety of the transportation system for all users.

Policy 12.5.2 -Identify and implement ways to minimize conflict points between different modes of travel.

Policy 12.5.3 -Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Finding: Complies as Proposed. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan includes the following improvements that will reduce conflicts:

- Closure of Left Turn from 99E to Tuwmat Drive
- Addition of a path to the existing VFW driveway from the trail alignment.
- Improved safety for crossing of South 2nd
- Reduced speed limits, traffic calming designs, and street markings within the Canemah Historic District to create a safer shared street. Due to the historic designation, it is not appropriate to add sidewalks, curbs, and gutters within Canemah.

Goal 12.7 Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.

Finding: Complies as Proposed. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing. The trail will give local residents more choices about how they travel, which can alleviate traffic by reducing vehicle trips.

Goal 12.8 Implementation/Funding

Identify and implement needed transportation system improvements using available funding.

Policy 12.8.1 - Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.

Finding: Complies as Proposed. The proposed projects in the plan will maximize the efficiency of the transportation system by providing multi-modal connectivity throughout the corridor and the surrounding areas. The preferred alignment is the least costly of the three alternative alignments that were evaluated. The project can be funded with multiple sources, including grants and private contributions. By placing some of the trail alignment along the frontage of private property that has redevelopment potential, the City will be able to rely on future redevelopment or partner with future developers to build a segment of the trail, reducing the need for costly right of way acquisition.

17.68.020.B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.

Finding: Not Applicable. No zone change is proposed.

17.68.020.C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.

Finding: Not Applicable. No zone change is proposed.

17.68.020.D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. Development of the plan included an extensive public involvement effort. Oregon City has presented the project to the public at a series of meetings including the Parks and Rec advisory Committee, Transportation Advisory Committee, Neighborhood Associations, Historic Review Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

STATEWIDE PLANNING GOAL 2:

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the plan is an ancillary document to the City's Transportation System Plan and Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 5:

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 5 of the Oregon City Comprehensive Plan: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Oregon City Municipal Code contains review criteria for uses within overlay districts to assure that designated Goal 5 resources are appropriately considered when development is proposed. In particular, the Natural Resource Overlay District designation: "provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. Trails, paths,

and roads are permitted either outright or with restrictions in the Natural Resource Overlay District as identified in OCMC 17.49.150 as part of a Type II or Type III review process.

STATEWIDE PLANNING GOAL 6:

To maintain and improve the quality of the air, water and land resources of the state.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 6 of the Oregon City Comprehensive Plan: Quality of Air, Water and Land Resources. By planning system improvements based on projected demand and land use patterns, the plan will ensure that land suited for development will be served efficiently.

The improvements recommended in the plan will result in less pollution by providing a safe opportunity for pedestrian and bicycle travel.

STATEWIDE PLANNING GOAL 11:

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated in Section 11, the transportation infrastructure in Oregon City is governed by the Oregon City Transportation System Plan (Oregon City TSP). The relevant Public Facilities goals and policies and findings are discussed in greater detail above.

STATEWIDE PLANNING GOAL 12:

To provide and encourage a safe, convenient and economic transportation system.

Finding: Complies as Proposed. This goal is implemented at the local level through the applicable Goals and Policies in the updated TSP, Section 2 (The Vision). This goal is also implemented at the state level through the Transportation Planning Rule (TPR), OAR 660-012. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing streets.

STATEWIDE PLANNING GOAL 13: To conserve energy.

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 13 of the Oregon City Comprehensive Plan: Energy Conservation. The multimodal transportation system and improvements proposed will support efficient use of land and encourage walking and biking by providing a cohesive transportation system for a variety of modes.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for city transportation system planning are provided below.

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Finding: Complies as Proposed. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing intersections. It is designed to be as flat as possible to be accessible to people in wheelchairs and pushing strollers.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Finding: Complies as Proposed. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing. The trail will give local residents more choices about how they travel, which can alleviate traffic by reducing vehicle trips.

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Finding: Complies as Proposed. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing intersections. It is designed to be as flat as possible to be accessible to people in wheelchairs and pushing strollers.

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Finding: Complies as Proposed. The City worked with ODOT throughout the process. ODOT was represented on the community advisory group. Clackamas County was consulted during the process as well, and provided comments to the City.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Finding: Complies as Proposed. Development of the plan included an extensive public involvement effort. Oregon City has presented the project to the public at a series of meetings including the Parks and Rec advisory Committee, Transportation Advisory Committee, Neighborhood Associations, Historic Review Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

POLICY 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding: Complies as Proposed. The planning process was advertised to all neighbors equally and meetings were held in accessible locations at convenient times. The plan will be reviewed through the Legislative approval process.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the

OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Oregon City TSP are addressed below.

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan will improve both safety and efficiency of the corridor by addressing the needs of alternative transportation users with paths, sidewalks and bicycle lanes and construction of intersection improvements.

Policy 2F (Traffic Safety) improves the safety of the highway system.

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan is aligned along state highway 99E. It includes improvements for bicycles and pedestrian along that segment of 99E which currently lacks facilities.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan is in compliance with the TPR through its improvement of non-vehicular travel options and compliance with the Goals and Policies of the Comprehensive Plan. No traffic studies are required for adoption of the plan.

Regional Transportation Plan

The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

Finding: Complies as Proposed. The McLoughlin-Canemah Trail Plan includes identified projects listed in the TSP. The TSP is consistent with and implements the policies within the RTFP.

RECOMMENDATION

Based on the findings identified above, the McLoughlin-Canemah Trail Plan complies with the review criteria. Staff recommends approval of Planning file L 17-02.

EXHIBITS

- 1) Planning Commission Issues Matrix in response to November 13, 2017 hearing
- 2) McLoughlin-Canemah Trail Plan Alignment Feasibility and Evaluation Report - Revised
- 3) Legislative Application
- 4) Public Comments

Planning Commission Issues Matrix for February 12, 2018 Hearing

Addressing concerns heard during and after November 13, 2017 hearing

L 17-02 McLoughlin to Canemah Trail Plan

Issue	Description	Specific Concerns	How Concern Is Addressed in Amended Plan
1.	Committee Recommendations	<ul style="list-style-type: none"> PRAC and TAC did not specifically make a recommendation regarding the plan 	<p>Staff presented the plan to NRC on January 10, TAC on January 16, and PRAC on January 25.</p> <p>All three committees voted to recommend approval of the plan. Videos of the meetings can be found here:</p> <p>Natural Resources Committee January 10 Meeting</p> <p>Transportation Advisory Committee January 16 Meeting</p> <p>Parks and Recreation Advisory Committee January 25 Meeting</p>
2.	Trail impact on private properties	<ul style="list-style-type: none"> Bud's Towing property is bisected Trail could affect future redevelopment opportunities Some commenters preferred keeping the trail along the state highway 	<p>The Advisory Group for the trail plan held a fourth meeting in December 2017 and invited private property owners. Attendees included owners of Falls View Tavern, Bud's Towing, Gerber Collision, and the Highland Stillhouse.</p> <p>The Advisory Group discussed options for the trail alignment through these private properties. Owners were open to utilizing the space just at the bottom of the cliff below High Street, or utilizing the site frontage along the state highway. Although some members were less supportive of the state highway alignment due to safety concerns, the group voted to retain multiple options for alignment in this area to include both state highway frontage and rear property alignment. The permanent trail recommendation graphic and TSP project description were revised accordingly after the December meeting.</p>
3.	VFW driveway	<ul style="list-style-type: none"> The recommendation to potentially move the VFW vehicular access to 1st Street off of High Street was questionable related to cost, feasibility, and need. 	<p>Staff met with VFW representatives on site to discuss the driveway options. The VFW preferred to keep the existing driveway location and expand it or add a path next to it to accommodate the trail.</p> <p>The VFW also requested that construction activities related to the trail be coordinated with them and minimize impact on their access as much as possible.</p> <p>The advisory group discussed this item at the December meeting and voted</p>

Planning Commission Issues Matrix for February 12, 2018 Hearing

Addressing concerns heard during and after November 13, 2017 hearing

L 17-02 McLoughlin to Canemah Trail Plan

Issue	Description	Specific Concerns	How Concern Is Addressed in Amended Plan
			to remove the idea for driveway relocation to First Street, instead keeping the existing driveway as desired by VFW members. The permanent trail recommendation graphic and Parks Master Plan project description were revised accordingly after the December meeting.
4.	Crossing of South 2nd	<ul style="list-style-type: none"> • Crossing at High Street instead of at 99E is safer • Concerns about traffic flow if a crossing is added at Tumwater 	The Advisory Group held a fourth meeting in December and heard these ideas. The group voted not to modify the alignment maps, but to revise the language in the plan to reflect that additional engineering study is needed to determine the best crossing location and design. Proposed TSP Project C37 has been revised accordingly.
5.	Additional pathways and trail options through city owned property	<ul style="list-style-type: none"> • City owned property in Canemah adjacent to the Metro owned Canemah bluff property should be considered for inclusion in the plan • The plan could include connections from High Street to the upper trail in Old Canemah Park 	The Advisory Group held a fourth meeting in December and heard these ideas. The group voted against including them in this particular trail plan, but did recommend that the Parks and Rec Advisory Committee look at potential updates to the Trails Master Plan.
6.	Bar traffic on Tumwater near Falls View Tavern	<ul style="list-style-type: none"> • Bar traffic is unsafe • Lots of parking in areas not necessarily intended for parking use • Concern for safety of trail users 	This concern is noted and will be addressed through detailed design for permanent trail at a later date, if the alignment on Tumwater is selected. The traffic safety and parking concerns have been relayed to OCPD.

Planning Commission Issues Matrix for February 12, 2018 Hearing

Addressing concerns heard during and after November 13, 2017 hearing

L 17-02 McLoughlin to Canemah Trail Plan

Issue	Description	Specific Concerns	How Concern Is Addressed in Amended Plan
7.	Stormwater issues near Gerber Collision	<ul style="list-style-type: none"> Water leak/outfall floods a portion of property behind Gerber Collision 	Public Works Operations staff confirmed that the storm outfall is not a city-owned outfall and suggested to the property owner to work with neighboring owners. This concern is noted and will be addressed through detailed design for permanent trail at a later date, if the alignment through the property is selected.
8.	Plan for boardwalk/99 E option to be long term	<ul style="list-style-type: none"> The alignment on the river side of 99E should be retained as a long term option for a future loop 	<p>The Advisory Group held a fourth meeting in December and heard this issue. The group agreed to include a recommendation for a long term connection to the riverwalk via the sidewalk on 99E and Jerome Street crossing in Canemah. The group also agreed that better speed control is needed on 99E, with some calling for reduced speed limits.</p> <p>The permanent trail recommendation graphic and TSP project description were revised accordingly after the December meeting.</p>
9.	License agreement with PGE	<ul style="list-style-type: none"> A license agreement is risky and can be rescinded more easily than an easement 	Staff investigated similar agreements with Tualatin Hills Parks and Rec District. A license agreement can provide the City with enough certainty in this circumstance and is more easily amended through agreement of both parties. The Community Services Department is amenable to such an agreement with PGE.
10.	Proximity to home at 320 Tumwater Dr	<ul style="list-style-type: none"> After trail alignment revisions were made in December, the owners of 320 Tumwater objected to the potential alignment next to their house They are in the process of requesting a permanent right of way obstruction permit for a deck attached to their home 	The plan shows one of the potential permanent trail alignments in the unimproved City right-of-way adjacent to 320 Tumwater Drive. The deck location does not appear to physically conflict with the potential trail alignment. There are multiple options for permanent trail alignment in this area, and the City will need to work with property owners in the area on design details and decisions in the future. The timeframe for the permanent alignment is unknown. No changes are recommended, but the concern is noted and the City will work with all property owners in the future when conversations about the permanent trail alignment occur.



MCLOUGHLIN-CANEMAH TRAIL PLAN

Alignment Feasibility & Evaluation Report

Prepared by Alta Planning + Design
with Northwest Geotech, Inc and Pacific Habitat Services, Inc
For the City of Oregon City, Oregon

March, 2018



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Many thanks to all who took part in this trail planning effort, including:

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Ben Deitch, Property Owner
Dayna Webb, City Public Works
Dennis Anderson, At Large
Denyse McGriff, McLoughlin Neighborhood Association
Doug Neeley, Natural Resources Committee
Ed Lyman, Transportation Advisory Committee
Jessica Horning, ODOT
Jessica Smith, Canemah Neighborhood Association
Karin Morey, Citizen Involvement Committee
Larry Moseley, Veterans of Foreign Wars (VFW)
Linda Baysinger, At Large
Lisa Novak, Parks and Rec Advisory Committee
Luke Norman, Trail Advocate
Mel Huie, Metro
Paul Edgar, At Large
Phil Lewis, City Parks and Recreation
Jennifer Santhouse, Portland General Electric

Additional Support:

Metro Nature in Neighborhoods Grant Committee
Clackamas County Historical Society
Oregon City Parks Foundation
Clackamas County Transportation Engineering
Oregon City Trail Alliance
Downtown Oregon City Association

Consultant Team:

Mary Stewart, PLA, Alta Planning + Design
Christo Brehm, Alta Planning + Design
Katie Mangle, Alta Planning + Design
Alan Bean, PE., GE, Northwest Geotech, Inc
John van Staveren, PWS, Pacific Habitat Services, Inc



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

OVERVIEW

In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the McLoughlin-Canemah Trail (MCT), a segment of the larger Oregon City Loop Trail. The objective was to determine Permanent and Interim trail alignments and safety upgrades to create a safer pedestrian and bicycle route between two neighborhoods while connecting city amenities along the way.

Goals for this trail were developed based on the results of a survey taken by the project's Community Advisory Group members, and from conversations with group members and City staff.

GOALS: The McLoughlin-Canemah Trail should:

- Provide an attractive route of travel for people walking and biking between the McLoughlin Promenade and Canemah Children's Park that connects residential areas, parks, and businesses.
- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations.

- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.
- Provide a trail design that is context-sensitive, particularly to the Canemah National Register Historic District, McLoughlin Promenade, and the McLoughlin Conservation District.
- Provide experiences and views of Willamette Falls
- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor.
- Discourage criminal activity and provide a secure environment for all users.
- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future.
- Avoid use of private property in the Canemah National Register Historic District.

PROJECT STUDY AREA

The MCT study area includes just over 100 acres bounded by 2nd Street to the north, McLoughlin Blvd/Hwy 99E to the west, S. High St to the east, and the Canemah Neighborhood Children's Park to the south. Alignment alternatives connect and include portions of the McLoughlin Conservation District with the Canemah National Register Historic District between the McLoughlin Promenade and Canemah Neighborhood Children's Park.

PARTNERS, STAKEHOLDERS & PUBLIC ENGAGEMENT

The project team engaged with a number of partners, stakeholders, and members of the community throughout all phases of this project. Partners included Portland General Electric and the Oregon Department of Transportation.

A Community Advisory Group was assembled with representative from several stakeholders who helped to define project goals, evaluate alignment alternatives, and select the Interim and Permanent alignments.

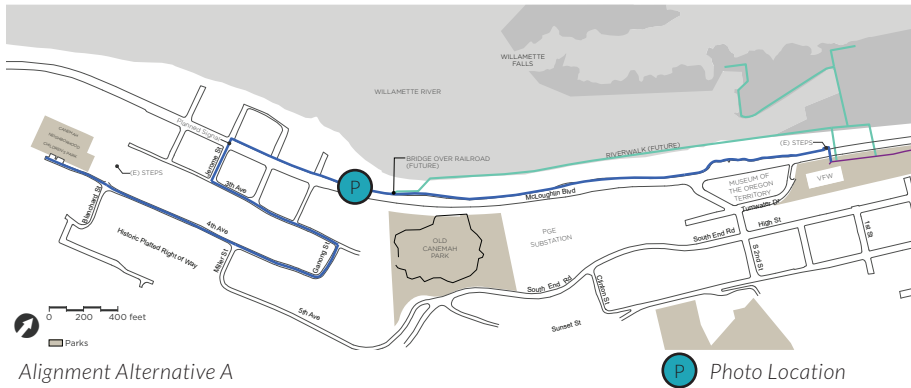
The local community was engaged in the project primary through a Greenway for Day event, which attracted 70-80 participants during a four hour event that included walking a portion of the alignment and responding to a series of Design Toolkit poster boards showing traffic calming strategies.

The project team also received 56 survey responses from the community emphasizing the value of Old Canemah Park, views of Willamette Falls, and the challenges associated with 99E, steep grades, traffic calming, and wayfinding.

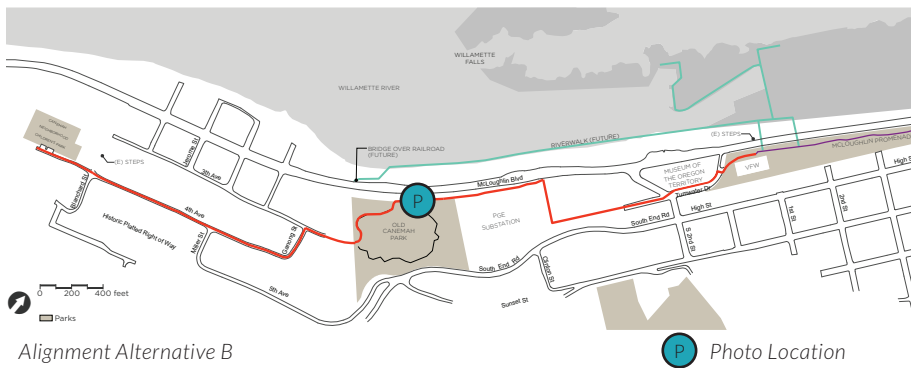
TABLE 1. ALIGNMENT ALTERNATIVES - EVALUATION MATRIX

QUALITY			SAFETY		PROPERTY			CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS	
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
ALIGNMENT ALTERNATIVE - A													
											\$6.0 - \$6.5 M	Not Recommended	Not Recommended
ALIGNMENT ALTERNATIVE - B													
											\$2.1 - \$2.6 M		
ALIGNMENT ALTERNATIVE - C													
											\$2.6 - \$3.0 M	Not Recommended	Not Recommended

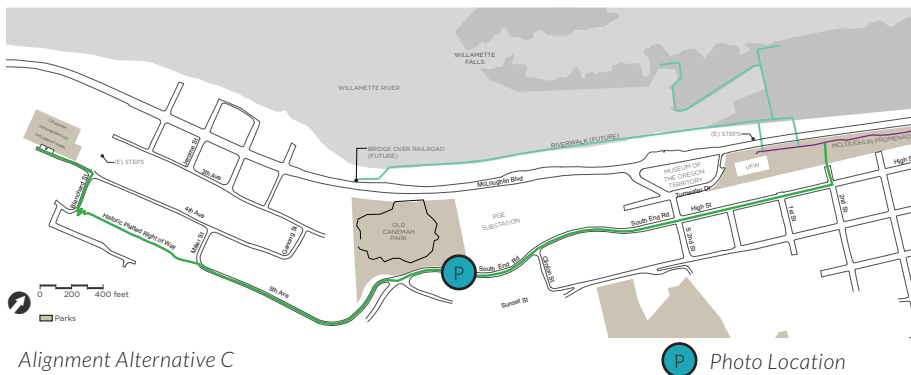
EXECUTIVE SUMMARY



McLoughlin Blvd boardwalk, looking north



Old Canemah Park Trail, looking north



S. High Street, existing shoulder, looking south

ALIGNMENT ALTERNATIVES EVALUATION

The three Alignment Alternatives were evaluated and compared based on criteria derived from the Project Goals: Quality of Experience, Willamette Falls Views, Access for All Ages and Abilities, Vehicle Conflict Risk, Crime Risk, Impacts to Canemah National Register District, General Property Impacts, Geotechnical Constraints, Environmental Constraints, and Cost Estimates (Table 1).

The evaluations were based on findings from field reconnaissance, terrain analysis, geotechnical evaluation, environmental evaluation, and ongoing dialogue throughout the project between the project team, key partners, the Community Advisory Group, and the general public. Summaries of opportunities and constraints associated with each alignment alternative are listed below:

ALIGNMENT A - OPPORTUNITIES

- Boardwalk offers an intimate connection with Willamette Falls
- Alignment along roadway is highly visible

ALIGNMENT A - CONSTRAINTS

- The experience along McLoughlin traffic can be uncomfortable
- Would require widening sidewalk and boardwalk within constrained ODOT right of way

ALIGNMENT B - OPPORTUNITIES:

- Offers direct connections between neighborhoods and parks
- High quality views of Willamette Falls

ALIGNMENT B - CONSTRAINTS:

- Segment along McLoughlin Blvd has significant roadway width constraint
- Alignment using the existing VFW driveway assumes a modified automobile entrance to the VFW to/from S 1st St.

ALIGNMENT C - OPPORTUNITIES

- Most slopes are comfortable for people walking and biking
- Provides access on South End Rd for people walking and biking

ALIGNMENT C - CONSTRAINTS

- Doesn't connect neighborhoods to Old Canemah Park
- Width constraints along S. High Street could be cost-prohibitive



INTERIM ALIGNMENT RECOMMENDATION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd Street to High Street. From there, the trail turns onto S. 2nd Street and continues west to McLoughlin Blvd/Hwy 99E. Using the existing traffic signal crossing, the trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

From the PGE substation, the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

DESIGN ASSUMPTIONS - INTERIM

- Wayfinding and shared use signage and pavement markings between 2nd Street and McLoughlin Blvd
- New multi-use path along edge of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Reinforcement at top of basalt cliff along McLoughlin Blvd

PERMANENT ALIGNMENT RECOMMENDATION

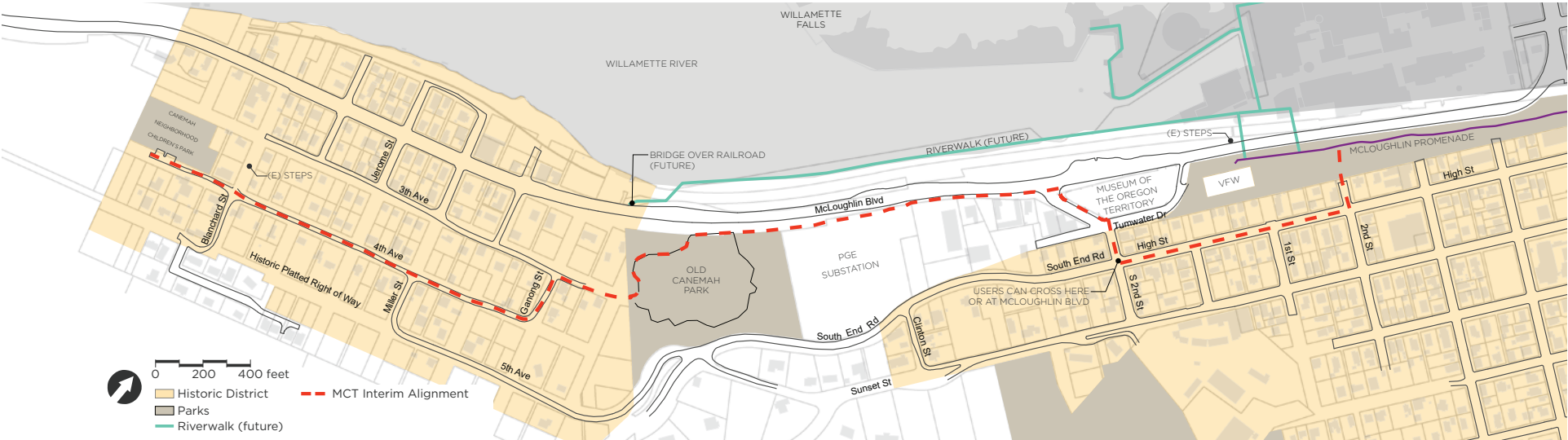
The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest along McLoughlin Blvd/ Hwy 99E until reaching Portland General Electric (PGE) substation property.

From the PGE substation the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

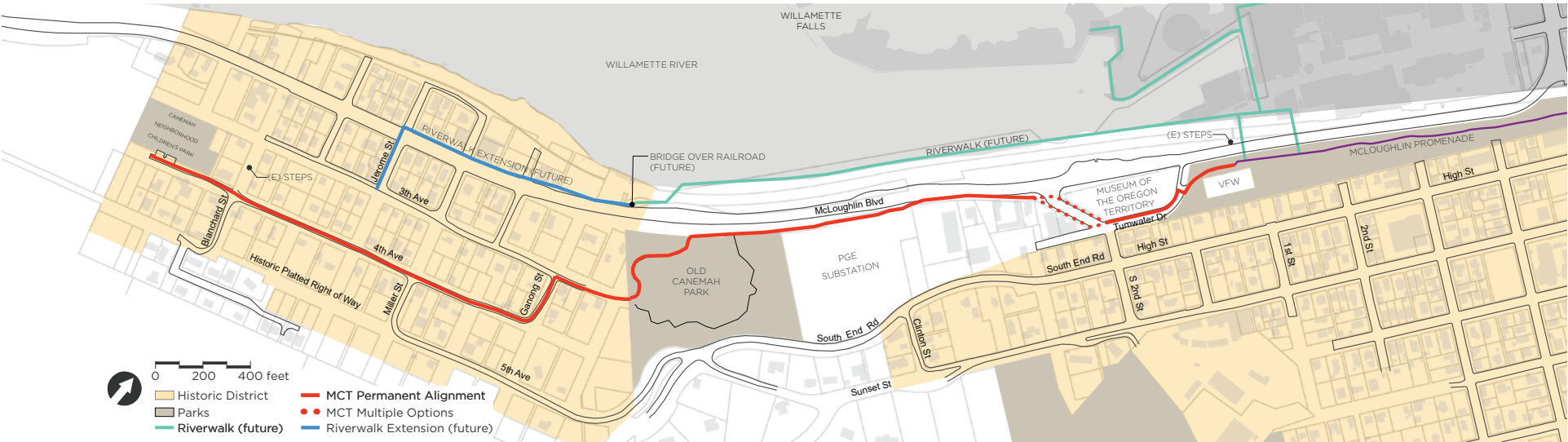
DESIGN ASSUMPTIONS - PERMANENT

- Modification of existing VFW driveway allows dedicated ped-bike connection to Tumwater Dr. Left turn from McLoughlin Blvd onto Tumwater Dr to be closed.
- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing of S 2nd Ave at Tumwater Drive or 99E re-designed for safety
- Trail can be installed along with future/expected development
- License agreement for use of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave. Speed limit reduced to 20 MPH.
- Cost estimate includes reinforcement at top of basalt cliff.

Interim Trail Alignment Recommendation



Permanent Trail Alignment Recommendation





INTRODUCTION

Project Goals and Objectives

For many years, Oregon City has envisioned safer connections between the Canemah and McLoughlin neighborhoods, the Willamette River and Willamette Falls, and celebrated parks that attract residents and visitors of all ages and abilities.

Currently, there are no safe and viable pedestrian or bicycle connections between the Canemah Neighborhood and the McLoughlin Promenade including to points north such as Jon Storm Park, Clackamette Park, and Downtown Oregon City. The McLoughlin-Canemah Trail (MCT) will provide these much needed pedestrian and bicycle connections for the community.

In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the MCT, a segment of the larger Oregon City Loop Trail. The City provided a local match through funding significant staff time and volunteer hours. The objective of the grant-funded trail plan project was to determine an alignment for a permanent trail, and to identify an Interim trail alignment and safety upgrades. While each entity in the partnership had priorities and reasons for supporting the project, the overall objectives were to create a safer pedestrian and bicycle route between two neighborhoods while connecting city amenities along the way.

Goals for this trail were developed based on the results of a survey taken by the project's Community Advisory Group members, and from conversations with group members and City staff. The Community Advisory Group approved the goals after its first meeting in July 2017. These goals were used to develop the trail alternatives and to evaluate the alternatives against each other. Goals are listed to the right.

Site Setting

Located in Oregon City approximately 15 miles southeast of downtown Portland, the McLoughlin-Canemah Trail study area northern trail-head is located approximately half a mile south of Downtown Oregon City.

Oregon City was established on the east bank of the Willamette River at Willamette Falls, the furthest upstream extent for tidal influence on the river, a historic fishing location for native peoples, and a major terminus for water-based navigability.

The local MCT study area includes just over 100 acres bounded by 2nd Street to the north, McLoughlin Blvd/Hwy 99E to the west, S. High St to the east, and the Canemah Neighborhood Children's Park to the south. Alignment alternatives connect and include portions of the McLoughlin Conservation District with the Canemah National Register Historic District between the McLoughlin Promenade and Canemah Neighborhood Children's Park.

Much of the study area is characterized by steep topography including basalt bluffs that line McLoughlin Blvd/Hwy 99E to the south. Willamette Falls lies to the northwest and offers high quality views to local residents and visitors, soon to become more accessible with the Willamette Falls Legacy Project.

There are several notable destinations nearby. Near the center of the study area, between the two historic districts, are located Three Rivers VFW Post 1324, the Museum of the Oregon Territory, and a Portland General Electric (PGE) substation. Old Canemah Park is also near the center of the study area and includes viewpoints of Willamette Falls, a rich forested area, interesting and variable topography, and opportunities for small gatherings.

Project Goals

The McLoughlin-Canemah Trail should...

- Provide an attractive route of travel for people walking and biking between the McLoughlin Promenade and Canemah Children's Park that connects residential areas, parks, and businesses.
- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations.
- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.
- Provide a trail design that is context-sensitive, particularly to the Canemah National Register Historic District, McLoughlin Promenade, and the McLoughlin Conservation District.
- Provide experiences and views of Willamette Falls.
- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor.
- Discourage criminal activity and provide a secure environment for all users.
- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future.
- Avoid use of private property in the Canemah National Register Historic District.

INTRODUCTION

Regional Context

By providing a safe and attractive connection to the McLoughlin Promenade, the MCT will also connect to the Willamette River Greenway Trail, McLoughlin Historic District Trail, Trolley Trail, Willamette Terrace walkway, and other destinations and points of interest in Oregon City.

Another connection that will be made possible as a result of the MCT is with the Willamette Falls Legacy Project and Riverwalk trail, which connects Oregon City to Willamette Falls.

Together, these trails will provide rich transportation and recreational opportunities for residents and visitors alike. In addition, just south of the Canemah Neighborhood Children's Park is Metro's 332 acre Canemah Bluff Natural Area. This natural area includes trails, overlooks, and captivating views of the Willamette River and Willamette Falls.

Environmental and Geotechnical Considerations

Approximately 40% of the study area is included in Oregon City's Natural Resources Overlay District (NROD), which is intended to protect habitats and associated functions of streams, riparian corridors, wetlands and the regulated wildlife found in the City. NROD provides a framework for the protection of Metro Titles 3 and 13 lands and addresses Stateside Planning Goal 5 within the City. Wetlands are the most notable element within the study area.

Nearly 85% of the study area is mapped by the Oregon Department of Geology and Mineral Industries (DOGAMI) as having potential geological hazards because of past landslides or steep slopes. These potential hazards are not a grave concern for many of the alternative alignment segments which follow existing paved roads. However, geotechnical and slope stability concerns are highest where new path construction would require fill on the downhill side of slopes over historic landslide deposits.

Relevant Projects and Plans

The City of Oregon City adopted a [Trails Master Plan](#) in 2004. That plan identified dozens of planned and proposed trails to create a trail network throughout the City. The Oregon City Loop Trail was identified as a regional trail within the Master Plan. As a regional trail, the Oregon City Loop Trail was envisioned as a wide shared use path to serve people walking and bicycling, people using mobility devices, and in some cases, equestrians. In the Master Plan, the McLoughlin-Canemah Trail (MCT) was also identified as a shared use path and links the Loop Trail to trails in the downtown area. The adoption process for this plan will update the Loop Trail concept to officially include the MCT and other connections.

In 2014, the City conducted an analysis identifying gaps in the sidewalk and trail network between the Promenade and the Canemah Children's Park. This internal work set the stage for the public planning process for the MCT.

The concept plan for the Willamette Falls Riverwalk, which will provide public access to Willamette Falls from downtown Oregon City, was finalized in June 2017. The Riverwalk includes a pedestrian bridge from the old Blue Heron Mill site up to the McLoughlin Promenade. While the concept plan presents several options for the exact location of that pedestrian bridge, all of them are located near the VFW building on the bluff. Adopted plans show the MCT connecting to the Promenade and the pedestrian bridge.

The Oregon City [Transportation System Plan](#), adopted in 2013, includes two shared use paths and family friendly routes within the MCT corridor, along with crossing improvements that could be part of the trail. The following TSP Projects are within the vicinity of the MCT.

Table 1. Oregon City 2013 TSP Projects within MCT Project Area

PROJECT NUMBER	PROJECT NAME	PROJECT EXTENT	DESCRIPTION	PRIORITY
S36	Tumwater-4th Shared-Use Path	Tumwater Dr to 4th Ave	Add a shared-use path through Old Canemah Park connecting 4th Ave to the Tumwater/South 2 nd intersection	Long-term
S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Ave to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street	Long-term Phase 2
C36	Pedestrian Crossing at Jerome St & 99E	OR 99E at Jerome St	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Rd	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5th Avenue, Blanchard Street, 4th Avenue, Ganong Street and 3rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2 nd Family Friendly Route	Waterboard Park to Tumwater and 4th St Shared Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2nd Street and Waterboard Park Road	Long-term Phase 4

Regional plans that include the MCT and/or the Oregon City Loop Trail include the Metro [Regional Transportation Plan](#) and [Regional Trails Plan](#).

INTRODUCTION

Important Agencies and Partners

Metro, the region's elected government agency, provides trails grants through its Parks and Nature department. Grants are funded through the bond measure that voters approved to create better access to nature and protect healthy habitat in and near the region.

Portland General Electric (PGE) operates a substation on its property within the trail corridor. The substation is located next to Old Canemah Park and there are existing pedestrian desire paths that cross through the PGE property to connect into the park.

The Oregon Department of Transportation (ODOT) owns and maintains McLoughlin Blvd/99E, which runs parallel to part of the trail corridor.

Clackamas County maintains much of the area's infrastructure including South End Road within the project area. Oregon City is the county seat.

Stakeholder and Public Engagement Summary

The McLoughlin-Canemah Trail will pass through an urban area with many neighbors and stakeholders. These include:

- The Three Rivers Veterans of Foreign Wars Post 1324 (VFW) building is located on the bluff at the junction with the McLoughlin Promenade, Willamette Falls Riverwalk, and McLoughlin-Canemah Trail.
- Clackamas County Historical Society (CCHS) operates the Museum of the Oregon Territory, which sits at the end of the Promenade next to the VFW and is an important destination along the future trail.
- The McLoughlin and Canemah neighborhoods both boast active neighborhood associations. McLoughlin encompasses the historic Promenade and includes some of Oregon City's oldest homes. Canemah encompasses the Canemah National Register Historic District, Old Canemah Park, Canemah Children's Park, and the Canemah Bluff Natural Area.
- Oregon City Trail Alliance (OCTA) is a nonprofit advocacy organization whose purpose is to support a strong network of walking and biking trails to expand options for walking, running, and cycling.
- The Oregon City Parks Foundation is a nonprofit formed to support maintenance and enhancement of Oregon City's parks and trails.

- Local businesses in the trail corridor are located along 99E near S. 2nd Street and include The Highland Stillhouse, Falls View Tavern, Bud's Towing, and Gerber Collision & Glass.
- Local residents in the area are potential future trail users and will be affected by the trail alignment and design.
- The City's standing committees for Historic Review, Natural Resources, Parks and Recreation, Transportation, and Citizen Involvement all have an interest in various facets of the trail plan.
- Downtown Oregon City Association (DOCA) is the stakeholder-steward of Downtown Oregon City, and aims to stimulate economic vitality and investment in the downtown and in Oregon City. DOCA sees trails and nature as an important part of the economic vitality of Oregon City.

Neighborhood and Committee Presentations

Project staff presented trail information and gathered input at meetings of the McLoughlin Neighborhood Association, Canemah Neighborhood Association, Parks and Recreation Advisory Committee, Transportation Advisory Committee, and the Historic Review Board.

Public Engagement Process

Table 2. Public Engagement Summary

PUBLIC EVENT OR MEETING	DATE	APPROXIMATE NUMBER OF ATTENDEES
Site Walk	06/27/2017	18
PGE Meeting	06/27/2017	8
ODOT Meeting	06/27/2017	6
Advisory Group Meeting #1	07/11/2017	18
Greenway for a Day	07/29/2017	80
Online Survey	07/29 - 08/07	56
Advisory Group Meeting #2	08/15/2017	18
Advisory Group Meeting #3	09/21/2017	15
McLoughlin Neighborhood Assoc.	09/07/2017	25
Canemah Neighborhood Assoc.	09/14/2017	15
Parks & Rec Advisory Committee	09/28/2017	10
Transportation Advisory Committee	10/17/2017	10
Historic Review Board	10/24/2017	10
Advisory Group Meeting #4	12/14/2017	25

Community Advisory Group

The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 18-member Community Advisory Group's purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment.

The Community Advisory Group began its work with a site walk on June 27, 2017. The group began at the VFW and crossed S 2nd St, walked along 99E, behind the PGE substation, and into Old Canemah Park, taking 4th Avenue to the Canemah Children's Park. They returned to the VFW using the Canemah staircase, 3rd Avenue, crossing 99E, and walking on the 99E boardwalk to the traffic light at S 2nd St. Along the way, the group stopped to discuss the opportunities and challenges of the various trail alignment options.



INTRODUCTION

Advisory Group Meetings

Over the course of three meetings, the Community Advisory Group crafted project goals, reviewed community input, evaluated various trail alignments, and arrived at consensus for a preferred trail alignment recommendation. Meeting notes are included in the Appendix.

Greenway for a Day

To gather input from residents and other future trail users, the project team organized a temporary trail event called Greenway for a Day on Saturday, July 29. The event invited citizens to experience existing conditions within the McLoughlin-Canemah Trail project corridor, to walk one of the trail alignment alternatives, and to provide comments about their experience and preferences.

Participants traveled from the Museum of the Oregon Territory to Canemah Children's Park, following the one-mile temporarily marked trail alignment. The event attracted approximately 70-80 participants over the four-hour event.

Stations were set up at the Museum of the Oregon Territory and Canemah Children's Park with surveys, games,

refreshments, maps of the alignment alternatives, and design toolbox boards showing a range of design strategies that could be employed within the trail corridor.

The project team received 56 survey responses which included the following highlights.

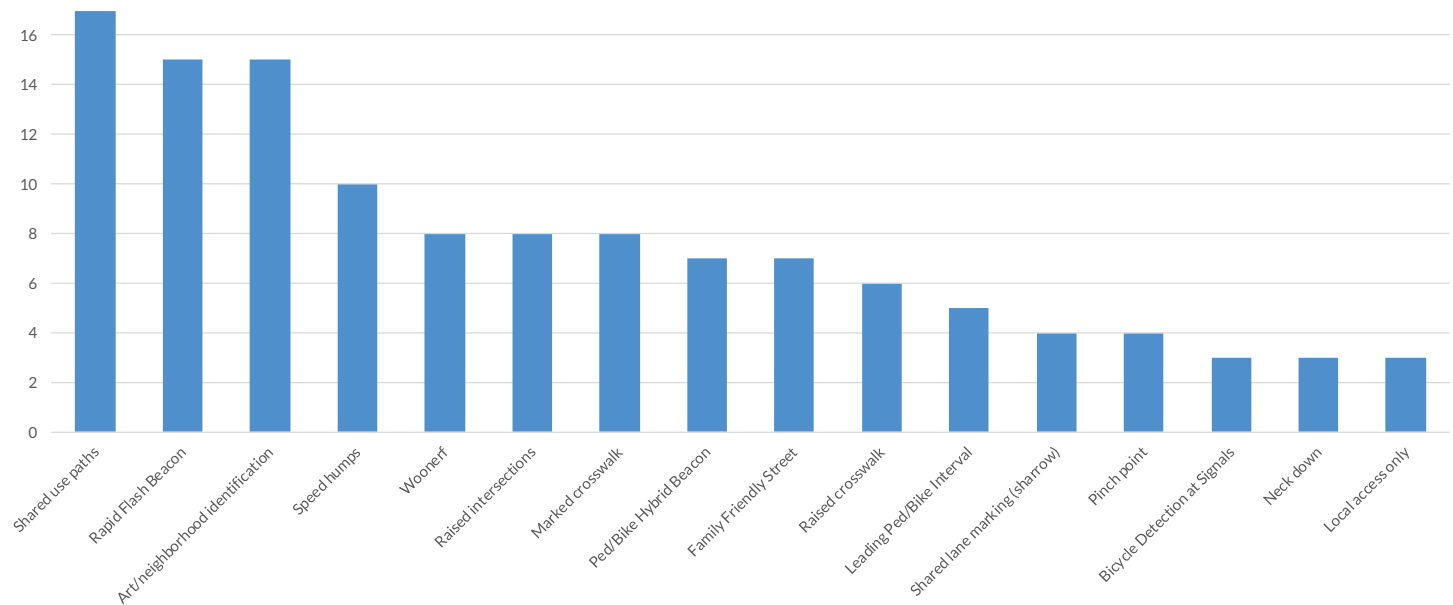
- Most participants reported that the best part of the trail experience was Old Canemah Park.
- People liked the access to nature and the view of Willamette Falls from the heavily wooded park.
- Many people identified the least favorite part of the experience as being the portion along 99E. Some comments mentioned the existing gravel path, others mentioned the traffic, and others mentioned concern for safety of that segment.
- Participants pointed out that there is currently not a safe and reasonable route for riding a bicycle between the Canemah Historic District/Children's Park and the Museum of the Oregon Territory area. This is a critical need especially as more families who want to commute to downtown Oregon City move to the neighborhood. The steep grades on Ganong Street between 3rd and 4th are challenging for cyclists and McLoughlin Blvd is unsafe

in its current condition. South End Road potentially offers the best route for cyclists but only if width could be increased, traffic calmed, and travel speeds significantly decreased to provide safe facilities for cycling.

- Many participants mentioned a need for traffic calming on sections where people walking and biking would share the roadway with vehicles. Many felt uncomfortable walking adjacent to McLoughlin Blvd without any kind of protection or buffer.
- Participants mentioned that there is a general need for trail and park wayfinding in Oregon City and that wayfinding for this project (with its many alignment jogs) will need special consideration. Specifically, people noted that a sign would be needed at Ganong Street to direct users to 4th Street to avoid the stairway on 3rd Street. The stairway entrance should also be better defined, if it is to be part of the trail alignment.

The graph below summarizes participants support for safety toolkit options presented at Greenway for a Day (Figure 1). Full survey results from the Greenway for a Day can be found in the Appendices of this report.

Figure 1. Public Support for Selected Traffic Calming Strategies



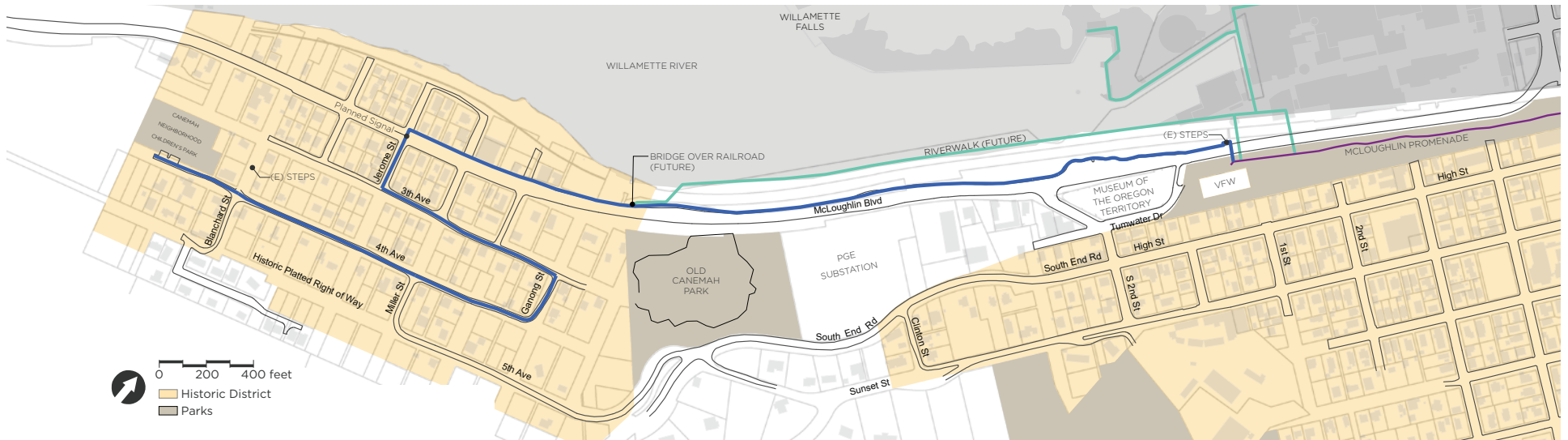
Advisory Group Roster

- Canemah Neighborhood Association
- McLoughlin Neighborhood Association
- Portland General Electric
- Oregon Dept. Of Transportation
- Metro
- Veterans of Foreign Wars (VFW)
- Citizen Involvement Committee
- Natural Resources Committee
- Transportation Advisory Committee
- Parks and Rec Advisory Committee
- Oregon City Trail Alliance or local trail advocate
- Area Property Owners/Residents (multiple)



ALIGNMENT ALTERNATIVES EVALUATION

ALIGNMENT ALTERNATIVES EVALUATION - DESCRIPTION - "A"



SUMMARY DESCRIPTION

Alignment - A (1.25 miles) begins at the McLoughlin Promenade, crosses the pedestrian bridge from the VFW over McLoughlin Blvd, and follows the McLoughlin Blvd sidewalks and boardwalk southwest to Jerome St. After crossing Jerome St, the trail continues into the Canemah Neighborhood via 3rd and 4th avenues.

DESIGN ASSUMPTIONS

- Requires expanding the existing sidewalk and boardwalk on the west side of McLoughlin Blvd from Jerome St to South 2nd St
- Traffic calming, signs, and pavement markings for Family Friendly Street on Jerome St, 3rd Ave, Ganong St, and 4th Ave
- Cost estimates do not include ROW acquisition or McLoughlin pedestrian bridge improvements at the VFW

OPPORTUNITIES












- Boardwalk offers an intimate connection with Willamette Falls
- Alignment along roadway is highly visible
- Minimizes environmental impacts

CONSTRAINTS

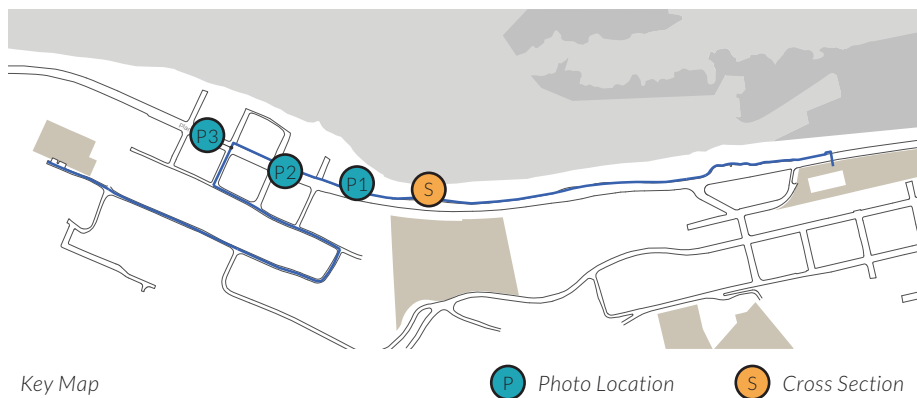
- Lacks a direct connection to Old Canemah Park
- Existing boardwalk is in disrepair, expensive to re-construct
- The experience along McLoughlin traffic can be uncomfortable
- Would require widening sidewalk within constrained ODOT right of way
- Out of direction travel

EVALUATION MATRIX

○ Not Advisable ◐ Major Constraint ◑ Moderate Constraints ◒ Minor Constraints ● Optimal

QUALITY			SAFETY		PROPERTY		CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS		
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
											\$4.0 - \$4.5 M	Not Recommended	Not Recommended

ALIGNMENT ALTERNATIVES EVALUATION - EXISTING CONDITIONS - "A"



P-1 | McLoughlin Blvd boardwalk, looking north

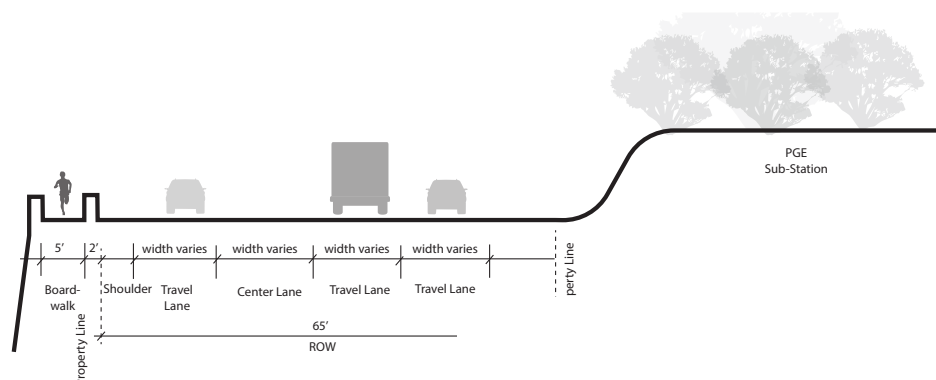


P-2 | McLoughlin Blvd sidepath, looking north

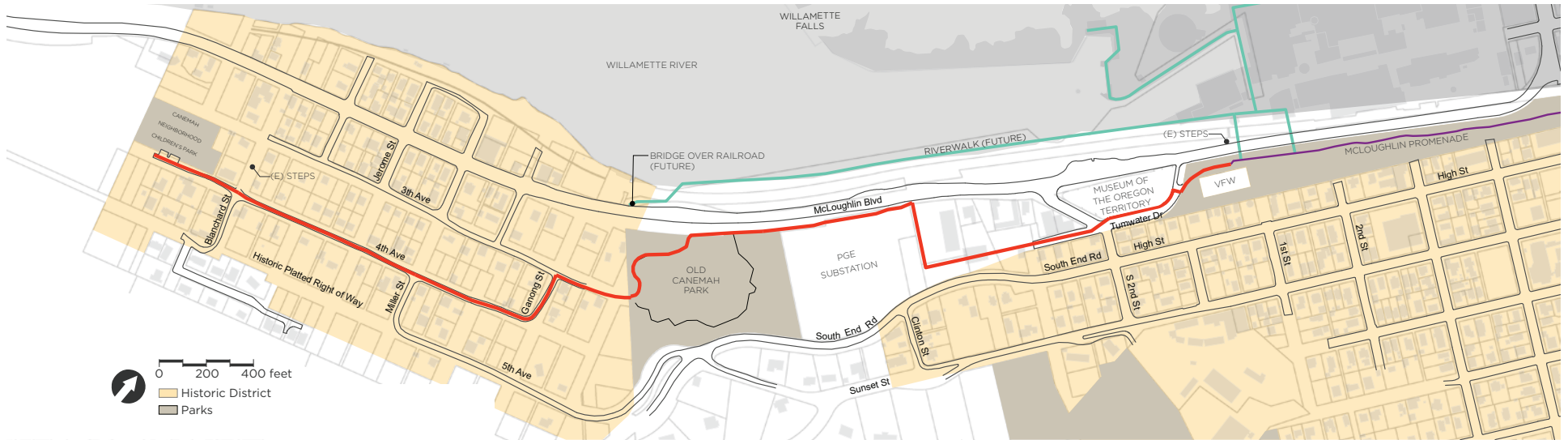


P-3 | McLoughlin Blvd crossing at Jerome St, looking south

Existing Cross Section



ALIGNMENT ALTERNATIVES EVALUATION - DESCRIPTION - "B"



SUMMARY DESCRIPTION

Alignment - B (0.95 miles) begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest until reaching Portland General Electric (PGE) substation property. From PGE, the trail connects to Old Canemah Park and into the Canemah National Register District neighborhood. The route follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

DESIGN ASSUMPTIONS

- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing at S 2nd Ave and Tumwater Drive re-designed for safety
- New multi-use path along edge of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave
- Cost estimate includes reinforcement at top of basalt cliff

OPPORTUNITIES:

- Offers direct connections between neighborhoods and parks
- High quality views of Willamette Falls
- Few environmental impacts

CONSTRAINTS:

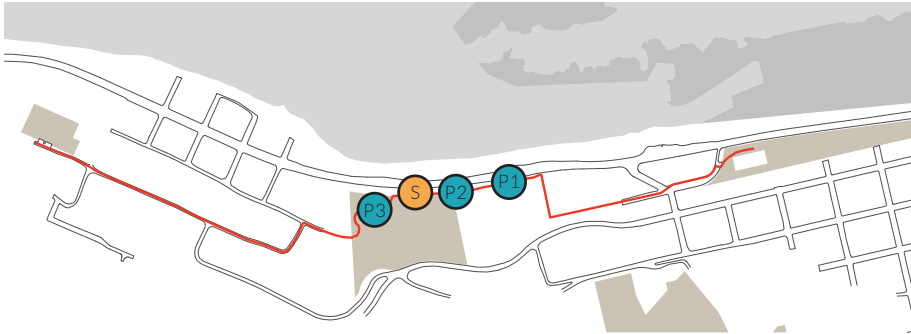
- Segment along McLoughlin Blvd has significant roadway width constraint
- Alignment using the existing VFW driveway assumes a modified automobile entrance to the VFW to/from S 1st St

EVALUATION MATRIX

○ Not Advisable ◐ Major Constraint ◑ Moderate Constraints ◒ Minor Constraints ● Optimal

QUALITY			SAFETY		PROPERTY		CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS		
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALL AGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	\$2.1 - \$2.6 M	<div><div></div></div>	<div><div></div></div>

ALIGNMENT ALTERNATIVES EVALUATION - EXISTING CONDITIONS - "B"



Key Map

P Photo Location **S** Cross Section



P-1 | McLoughlin Blvd, between S. 2nd and PGE Substation

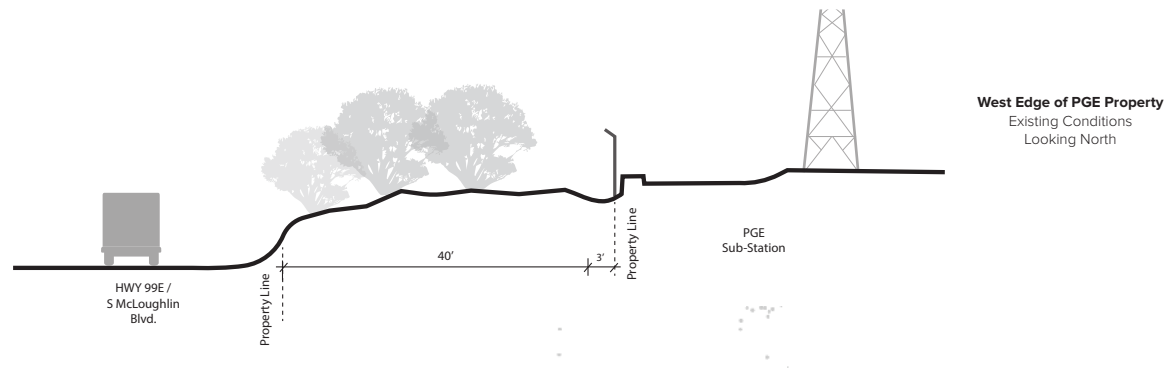


P-2 | Willamette Falls view from Old Canemah Park

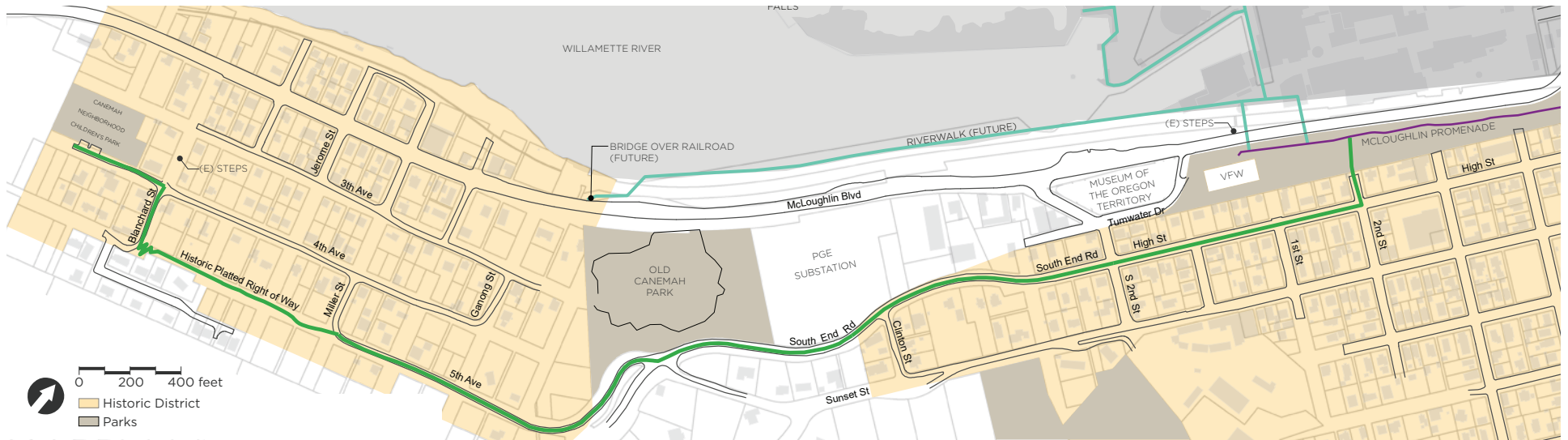


P-3 | Old Canemah Park trail

Existing Cross Section



ALIGNMENT ALTERNATIVES EVALUATION - DESCRIPTION - "C"



SUMMARY DESCRIPTION

Alignment - C (1.1 miles) begins at the McLoughlin Promenade at 2nd St and follows S High St to the southwest as High Street transitions to South End Road. It continues on 5th Ave, includes a historic Right of Way extension between Miller St and Blanchard St, and connects to Canemah Neighborhood Children's Park via 4th Ave.

DESIGN ASSUMPTIONS

- Shared roadway for cyclists on High St between 2nd St and S 2nd St
- Widens High St (S 2nd to Sunset St) to provide minimum side path width
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 5th Ave to Miller St and from Blanchard St to Canemah Neighborhood Children's Park
- Shared use path on City right of way between Miller St and Blanchard St
- Cost estimates include retaining wall and minor basalt excavation; does not include traffic signal at S 2nd St

OPPORTUNITIES

- Most slopes are comfortable for people walking and biking
- Provides access on South End Rd for people walking and biking

CONSTRAINTS

- Doesn't connect neighborhoods to Old Canemah Park
- Few or no views of Willamette Falls
- Width constraints along S. High Street could be cost-prohibitive
- Segment between Miller St and Blanchard St to be built on former land slide area with geotechnical concerns

EVALUATION MATRIX

○ Not Advisable ◐ Major Constraint ◑ Moderate Constraints ◒ Minor Constraints ● Optimal

QUALITY			SAFETY		PROPERTY			CONSTRAINTS		OVERALL EVALUATION		RECOMMENDATIONS	
QUALITY OF EXPERIENCE	WILLAMETTE FALLS VIEWS	ALLAGES & ABILITIES	VEHICLE CONFLICT RISK	CRIME RISK	HISTORIC DISTRICT	CANEMAH IMPACTS	PROPERTY IMPACTS	GEOTECH CONSTRAINTS	ENVIRONMENTAL IMPACTS	OVERALL SCORE	ORDER OF MAGNITUDE COST	INTERIM RECOMMENDATION	PERMANENT RECOMMENDATION
◑	○	◑	◑	◑	☑	◑	◑	◑	◑	◑	\$2.6 - \$3.0 M	Not Recommended	Not Recommended

ALIGNMENT ALTERNATIVES EVALUATION - EXISTING CONDITIONS - "C"



Key Map

P Photo Location **S** Cross Section



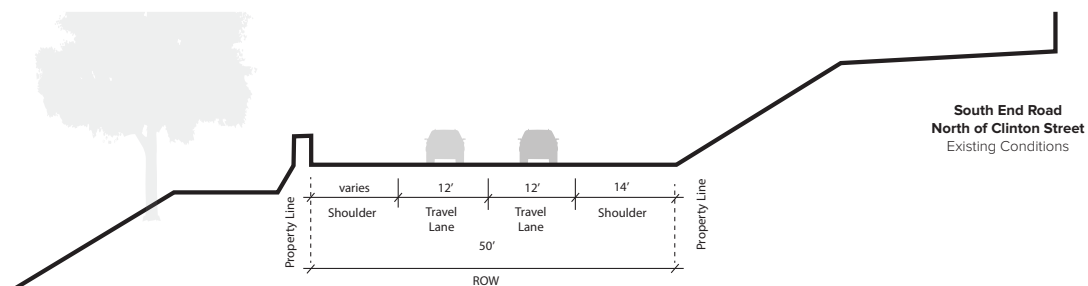
P-1 | 2nd Ave connection from McLoughlin Promenade



P-2 | S High Street, south of 2nd Ave



P-3 | S. High Street, existing shoulder



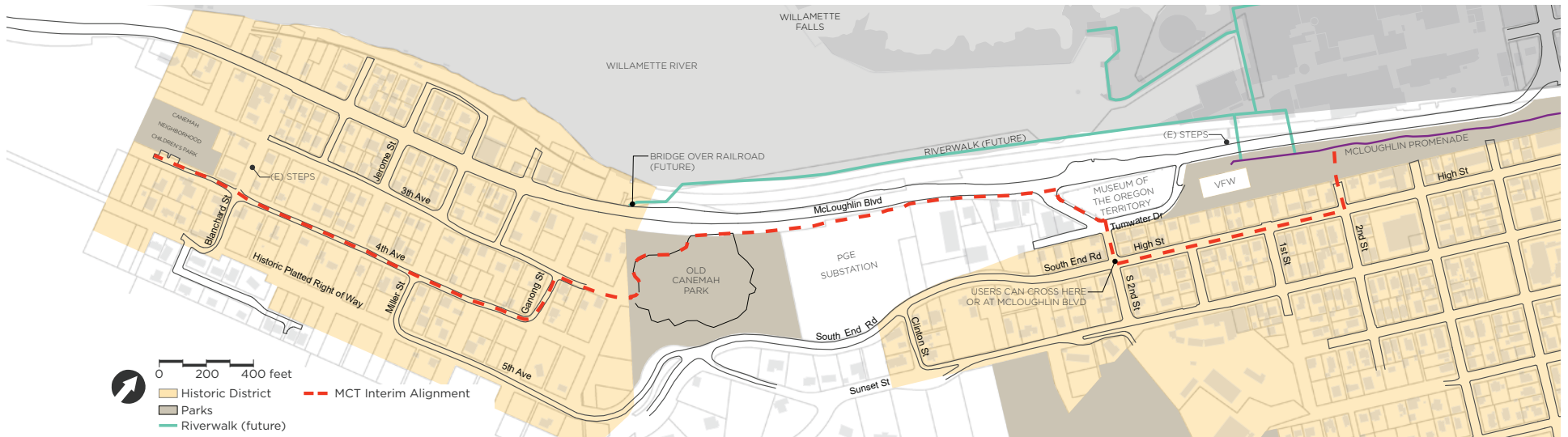
Existing Cross Section

IV.

PREFERRED TRAIL ALIGNMENT

THE PREFERRED ALIGNMENT FOR THE MCLOUGHLIN-CANEMAH TRAIL
INCLUDES BOTH AN INTERIM ALIGNMENT AND A PERMANENT ALIGNMENT,
SHOWN ON THE FOLLOWING PAGES

Interim Trail Alignment Recommendation



SUMMARY DESCRIPTION

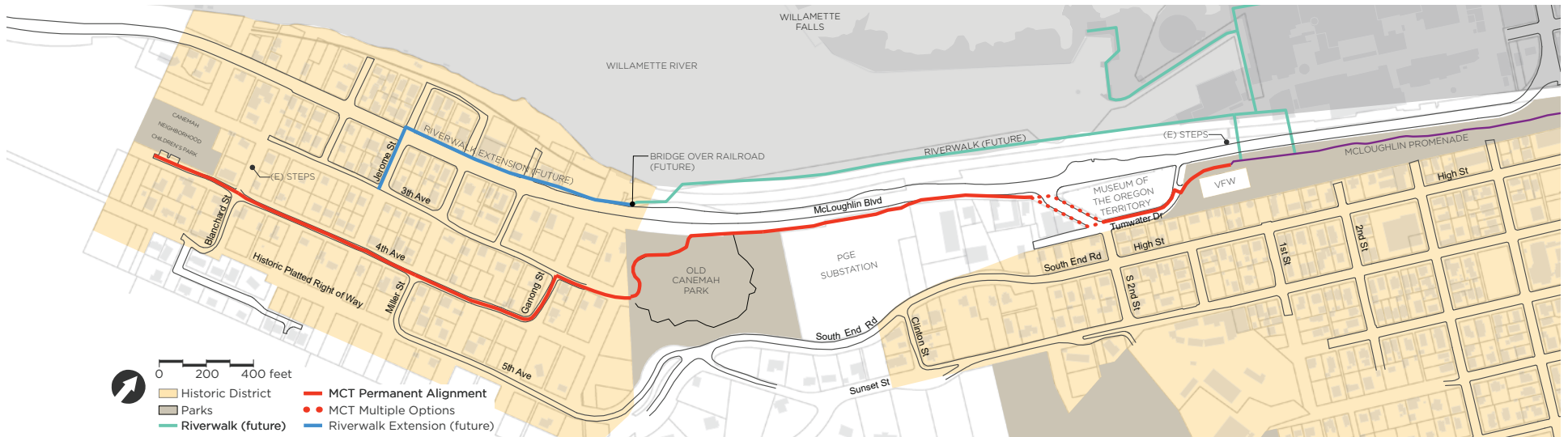
The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd St to High St. From there, the trail turns onto S. 2nd St and continues west to McLoughlin Blvd/Hwy 99E. Using the exiting traffic signal crossing, the trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

From the PGE substation, the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

DESIGN ASSUMPTIONS

- Wayfinding, shared use signage and pavement markings on High St
- Widen sidewalk on South 2nd St from High St to McLoughlin Blvd, and on McLoughlin Blvd between the PGE substation and South 2nd St
- New multi-use path along edge of PGE substation property
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Reinforcement at top of basalt cliff along McLoughlin Blvd
- Add connection between McLoughlin Promenade and High St

Permanent Trail Alignment Recommendation



SUMMARY DESCRIPTION

The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest along McLoughlin Blvd until reaching Portland General Electric (PGE) substation property.

From the PGE substation, the trail enters Old Canemah Park and connects to the Canemah National Register District neighborhood. The route through the neighborhood follows 3rd Avenue, turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

In the long term, when the Riverwalk is extended to Canemah, an additional trail segment should be considered to link the Riverwalk to Canemah and complete a loop. This segment would include a Jerome Street crossing. Speed control along McLoughlin Blvd/Hwy 99E is recommended as well.

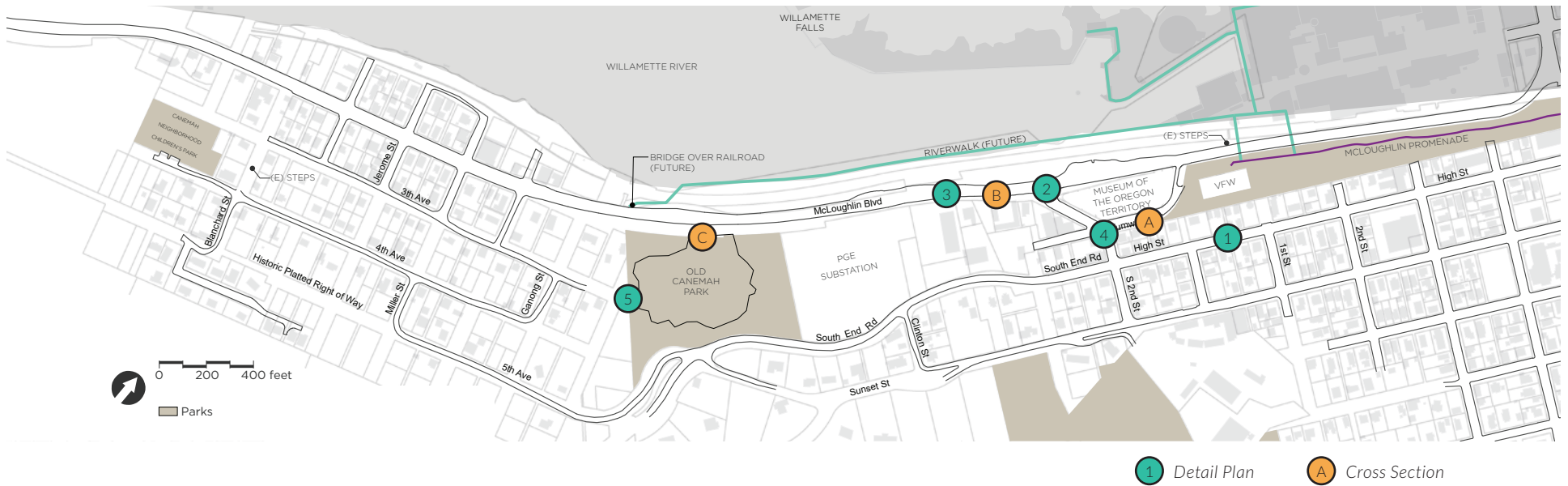
DESIGN ASSUMPTIONS

- Modification of existing VFW driveway allows dedicated ped-bike connection to Tumwater Dr. Left turn from McLoughlin Blvd onto Tumwater Dr to be closed.
- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing of S 2nd Ave at Tumwater Drive or 99E re-designed for safety (see example on p. 43).
- Trail can be installed along with future/expected development.
- License agreement for use of PGE substation property.
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave. Speed limit reduced to 20 MPH.
- Cost estimate includes reinforcement at top of basalt cliff.



TYPICAL CROSS SECTIONS & DESIGN FEATURES

KEY MAP: Typical Cross Sections & Design Features



The McLoughlin-Canemah Trail passes through several unique areas with diverse existing conditions that each require specific trail design treatments and approaches. In the following pages, typical cross sections are shown for several of these locations as well as Design Intent level plans showing recommended on and off street intersection or crossing improvements.

Typical Cross Sections

- A** Tumwater Drive (north of S. 2nd Street) - [Typical Section](#)
- B** McLoughlin Blvd/99E - [Typical Section](#)
- C** Old Canemah Park Trail - [Typical Section](#)

Detail Plans - Intersection/Crossing/Roadway Improvements

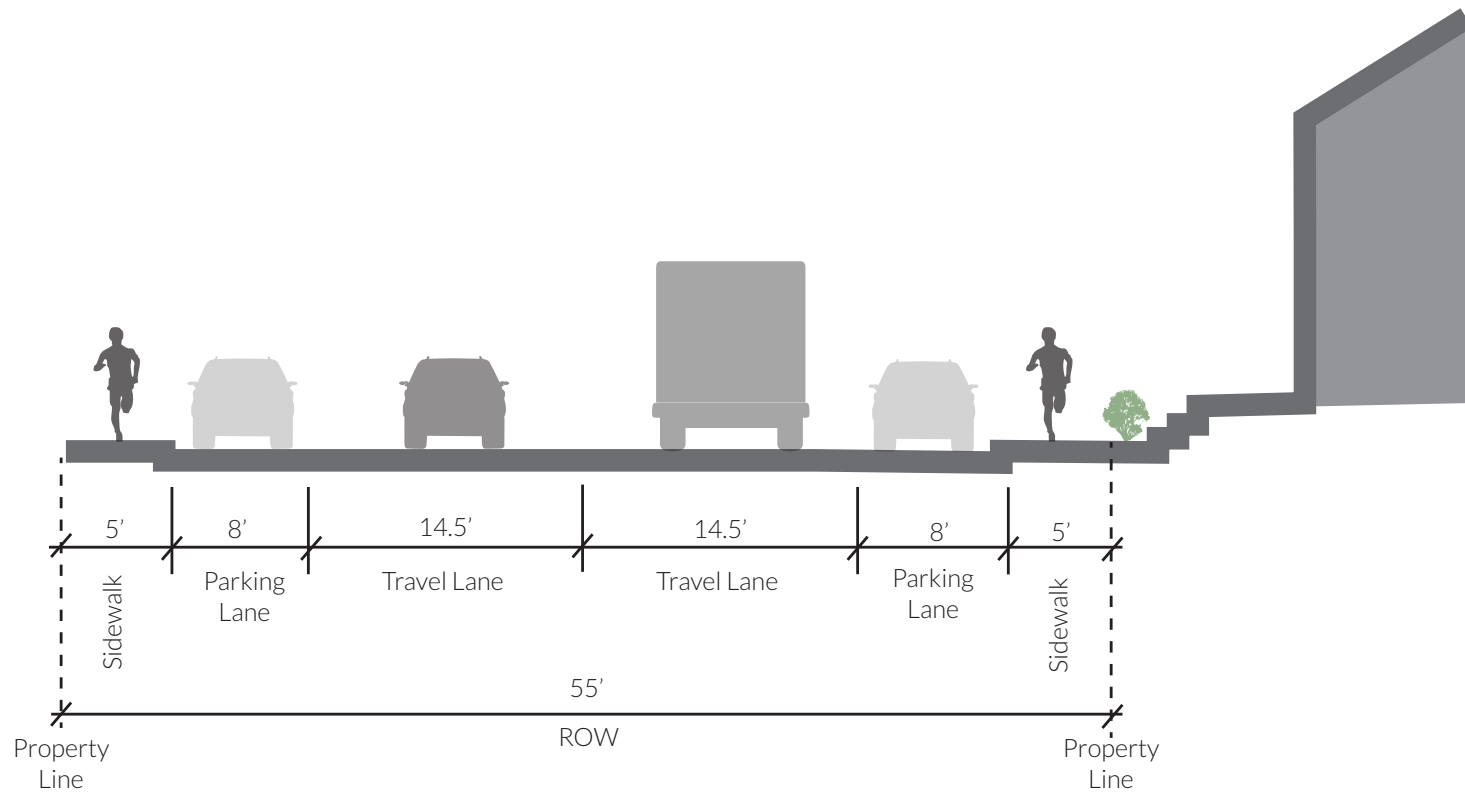
- 1** High Street - Interim Trail Existing Conditions and Proposed Design
- 2** S.2nd Street & McLoughlin Blvd / 99E Crosswalk
- 3** McLoughlin Blvd / 99E - Interim Trail Precedents and Proposed Design
- 4** S. 2nd Street & Tumwater Intersection Treatment - [Plan](#)
- 5** Old Canemah Park West Entrance Crossing - [Plan](#)





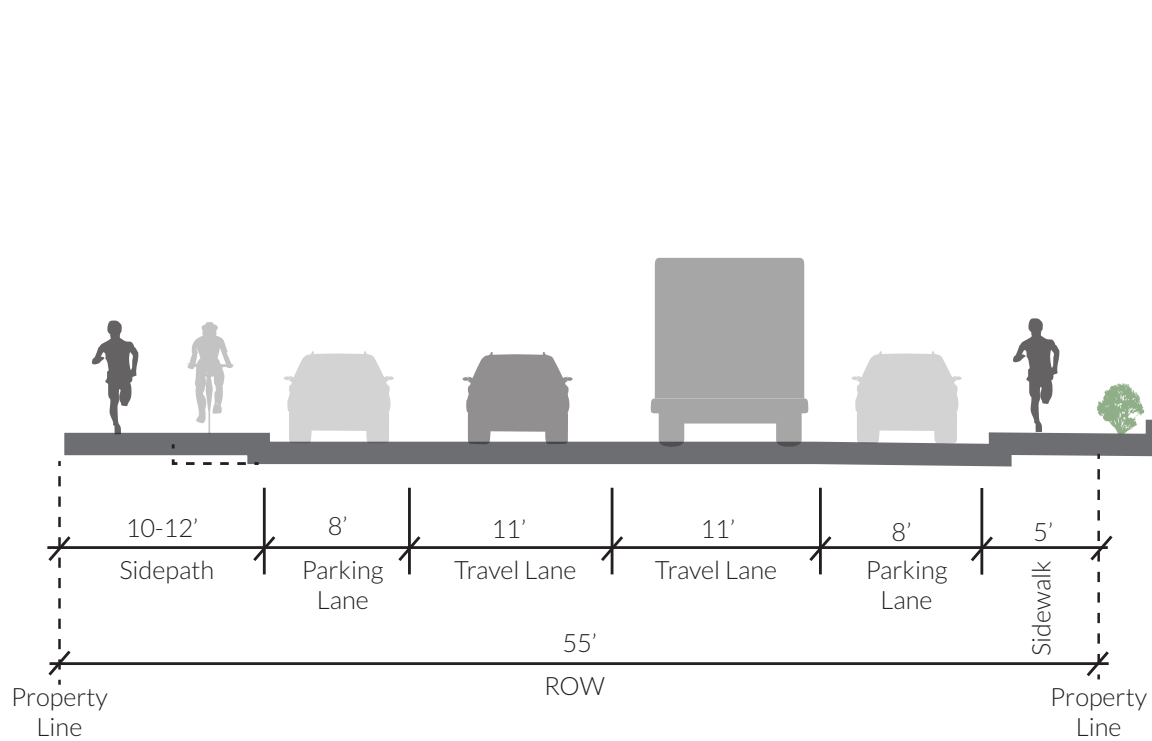
Tumwater Drive (north of S. 2nd Street), Existing Conditions

Tumwater Drive consists of a 55' right-of-way with substantial (14.5') travel lanes, two parking lanes, and two 5' sidewalks. There is a commercial property to the west side of the street and residential to the east.



Tumwater Drive (north of S. 2nd Street), Proposed Design

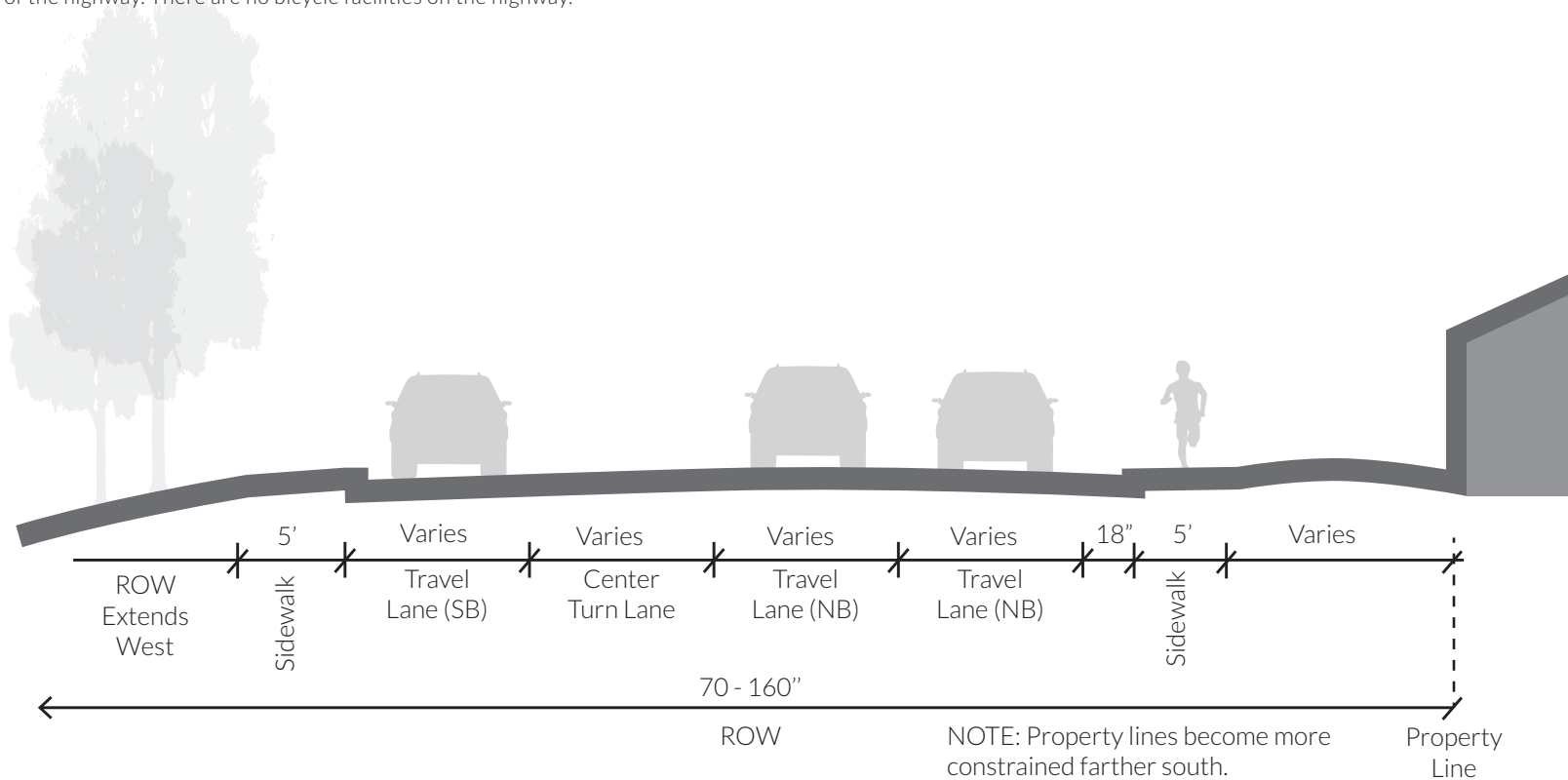
The proposed design for Tumwater Drive narrows the travel lanes to 11' to provide space for a 12' elevated side-path on the west side of the street. This new multi-use side-path allows space for both pedestrians and bicyclists.





McLoughlin Blvd/99E, Existing Conditions

McLoughlin Blvd/99E consists of a 140' right-of-way with a landscaped buffer to the west and commercial property to the east. There are two 5' sidewalks, one south-bound travel lane, a center turn lane, and two north-bound travel lanes. Distance varies between the sidewalk and the property line on the east side of the street. The sidewalk ends at 102 S McLoughlin Blvd and there are no pedestrian facilities continuing south along the upland side of the highway. There are no bicycle facilities on the highway.

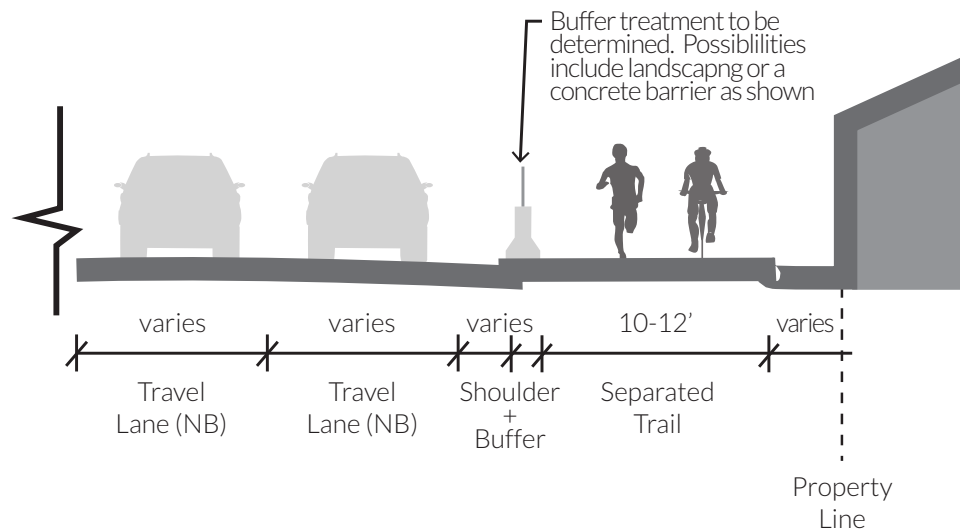


McLoughlin Blvd/99E, Proposed Design

The proposed design for McLoughlin Blvd/99E protects MCT users by providing a buffer of landscaping or potentially a vertical barrier, such as a concrete jersey barrier, between the travel lanes and the trail. The 10-12' trail replaces the existing sidewalk (depending on location). The design will require further refinement and a design exception(s) from ODOT standards.



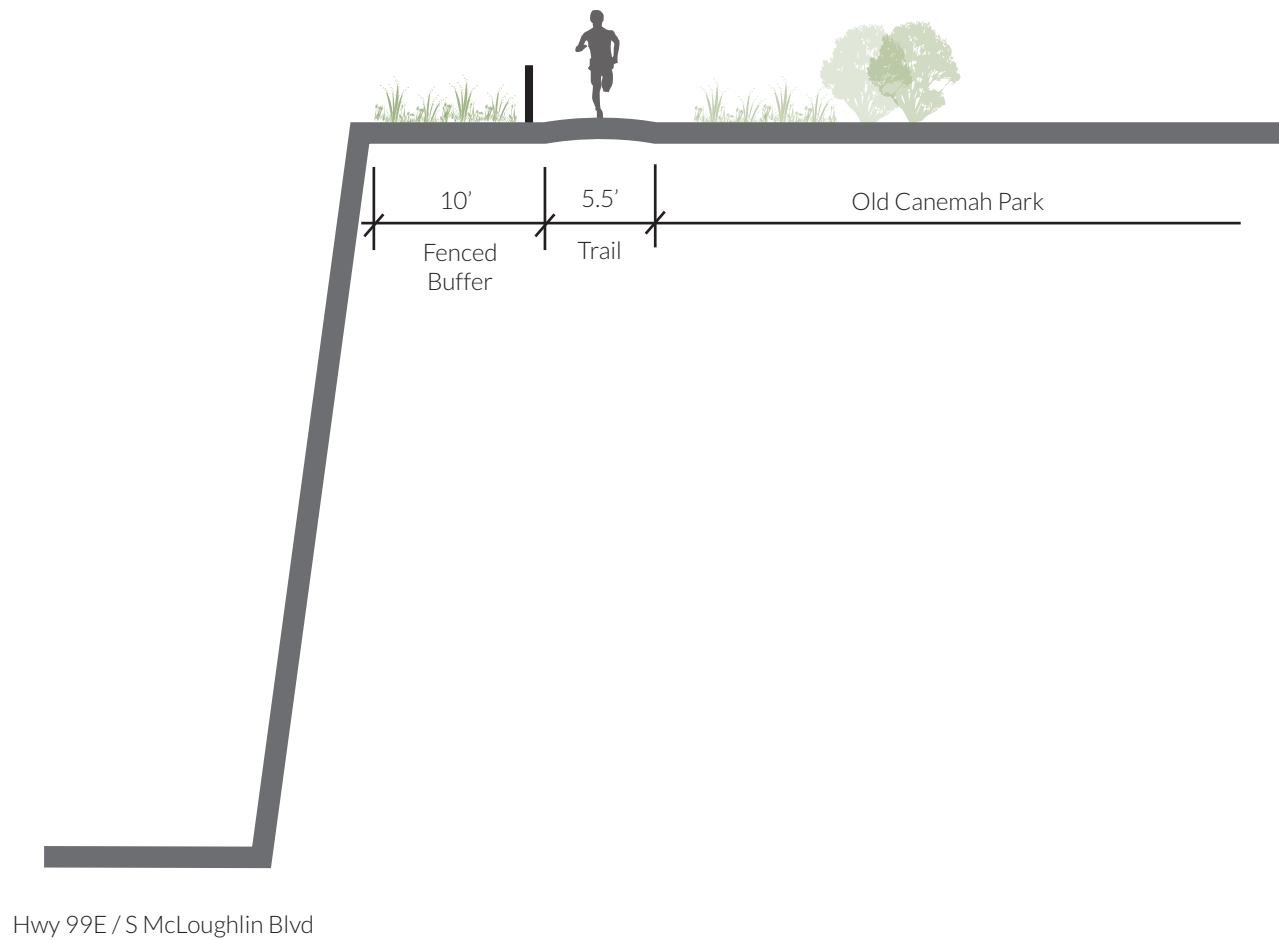
ODOT facility near Portland Expo Center showing protected sidepath w/ shoulder and concrete barrier. A similar facility could potentially be provided along McLoughlin Blvd.





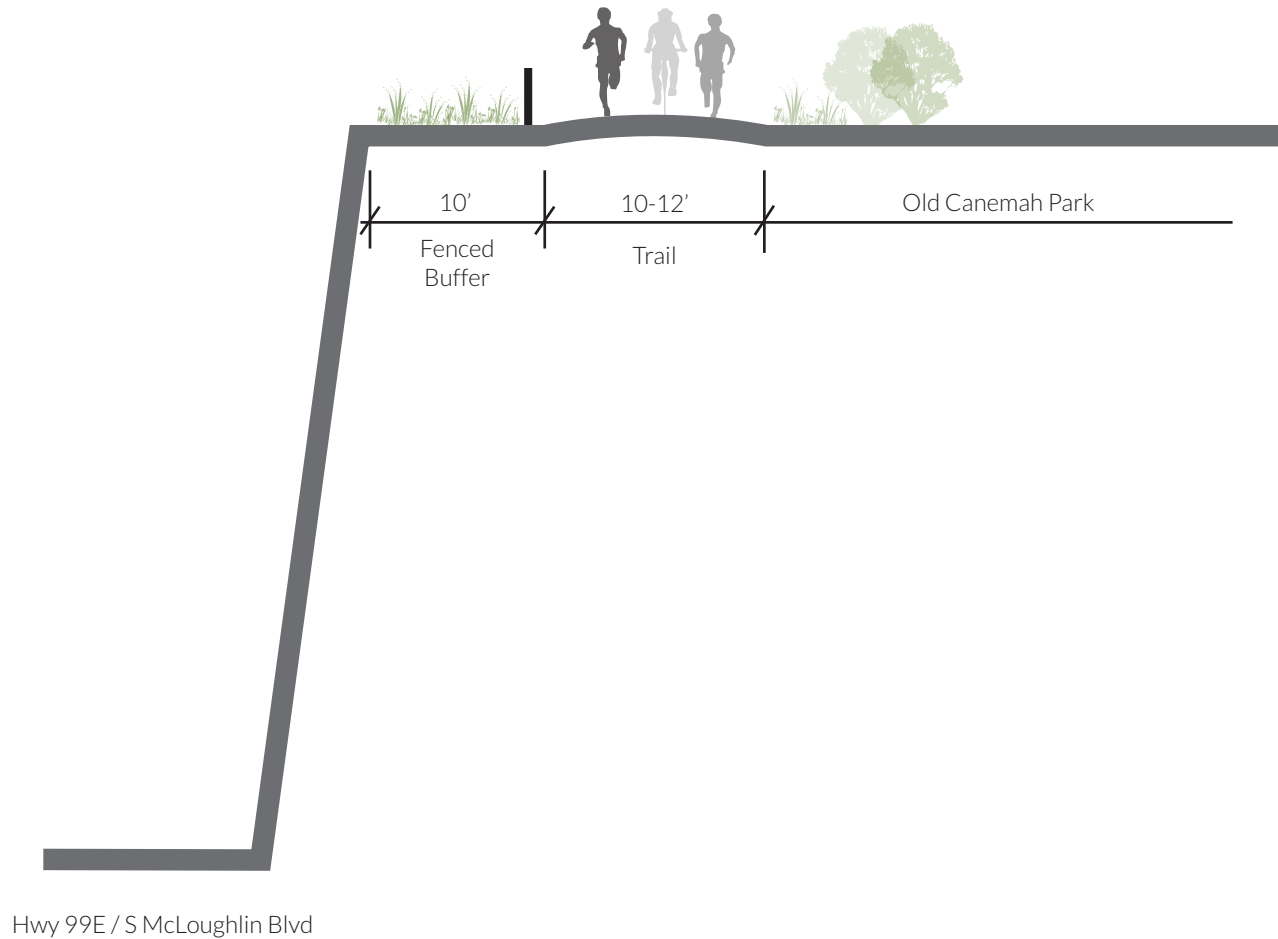
Old Canemah Park Trail, Existing Conditions

Old Canemah Park currently has a 5'-6" paved trail that weaves through the park. Along the basalt cliffs above McLoughlin Blvd/99E, the trail is buffered by a fence and vegetation.



Old Canemah Park Trail, Proposed Design

The McLoughlin-Canemah Trail would expand the existing path to the southeast to provide a 10-12' multi-use trail. The existing fence and vegetated buffer are maintained.



1

Interim Trail Existing Conditions and Proposed Design

Along High Street, the existing sidewalk will provide pedestrian access. Along the street, shared lane markings will indicate the cycling route for the interim trail.



2

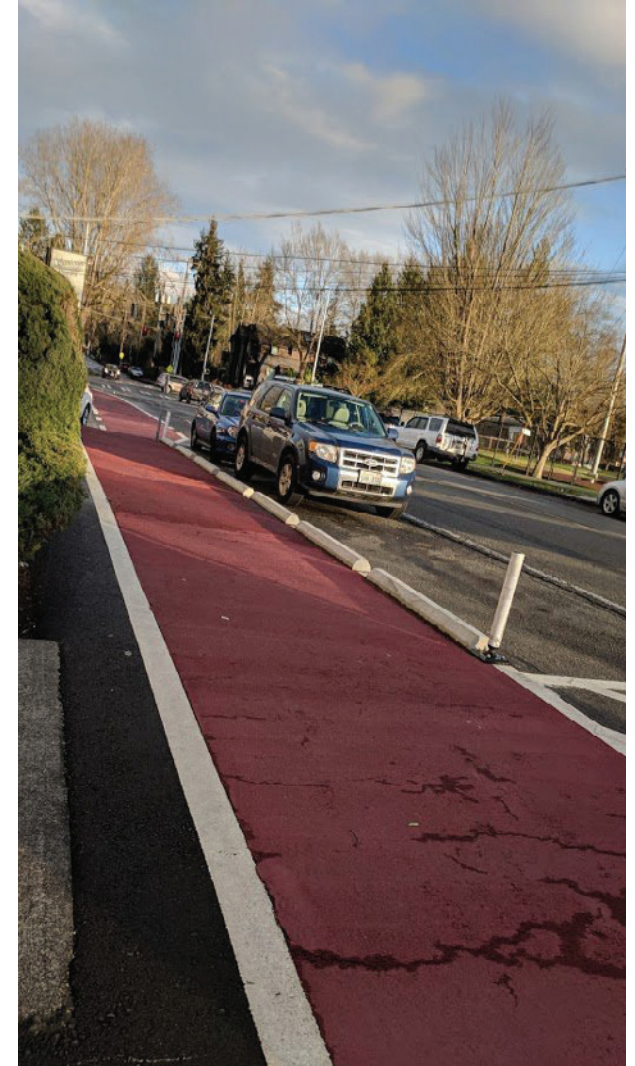
The crosswalk at South 2nd and 99E will be used for the interim trail, unless users choose to cross at High Street, where a four-way stop exists.



3

Interim Trail Precedents and Proposed Design

The interim trail along McLoughlin Blvd / 99E could utilize paint to indicate a walking area in the existing roadway shoulder. These examples in Seattle show how paint can define a pedestrian space or driveway crossing. On the left, driveway crossings are highlighted with bright paint to alert both drivers and bicyclists of a potential conflict zone.



4

S. 2nd & Tumwater Intersection Treatment



To provide an adequate trail facility for the **Interim Alignment** that connects between Tumwater Dr and McLoughlin Blvd, it is recommended that the right turn lane on S. 2nd St be reduced (re-stripped) from 15' to 11'. This would allow the 6' sidewalk on the north side of S. 2nd St to be widened to 10'.

Because S. 2nd St is a bus route, it is important that any design changes made to accommodate the McLoughlin-Canemah Trail not interfere with bus operations.

Analysis using AutoTurn within an AutoCAD Civil 3D environment suggests that reducing the right turn lane width to 11' would not prevent buses from making the right turn from S. 2nd Street onto McLoughlin Blvd. However, Trimet should be engaged as a project stakeholder early in the MCT implementation process to test any proposed design in the field using an actual bus.

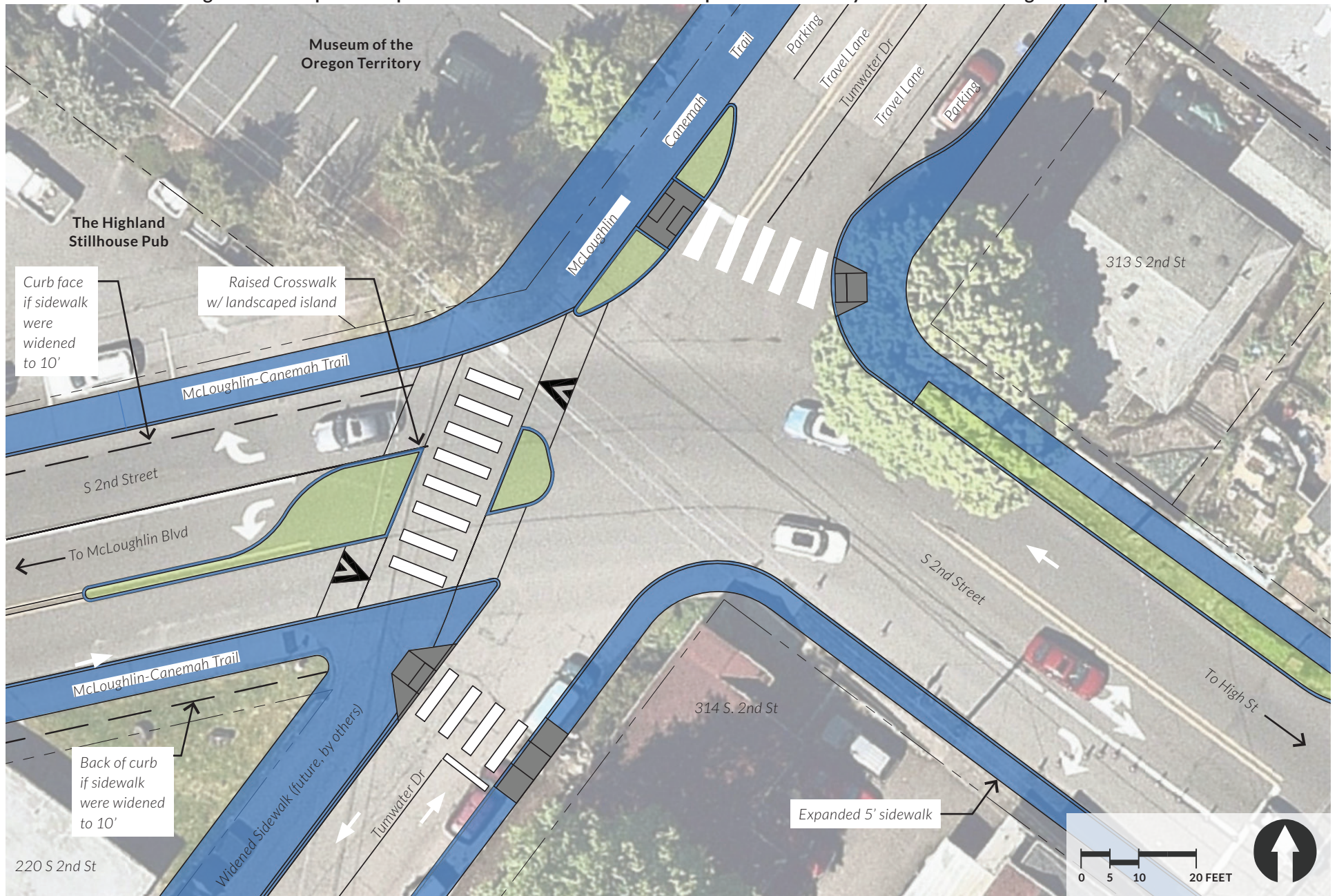
As part of the **Permanent Alignment** implementation, the intersection at S. 2nd Street and Tumwater Drive requires safety improvements if the south side of S. 2nd Street is used to connect to McLoughlin Blvd/Hwy 99E.

Assuming a single paved path on the west/north side of Tumwater Drive along the Museum of the Oregon Territory parking lot, the following intersection design treatments are recommended:

- Raised crosswalk with a landscaped island on S. 2nd Street. This will calm traffic, serve as a gateway threshold for traffic calming into the city from McLoughlin Blvd/Hwy 99E, and will shorten the crossing distance for trail users.
- Curb ramps with a marked crosswalk on the south segment of Tumwater Drive.

TYPICAL CROSS SECTIONS & DESIGN FEATURES

Diagrammatic depiction of potential intersection treatments. Requires further analysis and detailed design development.



5

Old Canemah Park Trail, West Entrance and Canemah Neighborhood



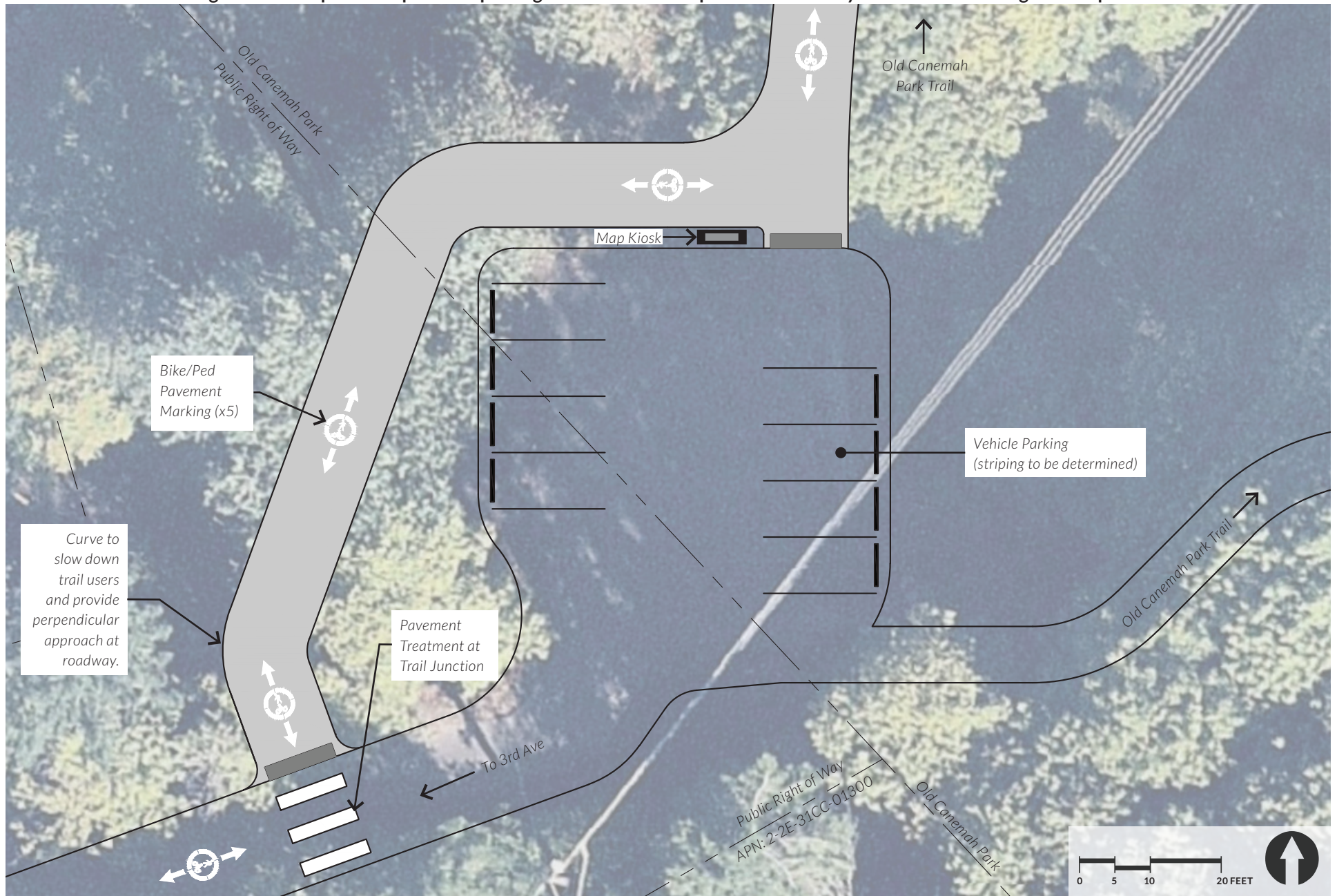
The following treatments are recommended to increase comfort, safety, and accessibility for trail users as they pass through the parking lot of Old Canemah Park:

- Design the 10-12' path offset from the western edge of the parking lot to connect the park trail segment with 3rd Ave while avoiding vehicle conflicts.
- While a conceptual path is shown here, future detailed design should respond to the approximate 20% cross slopes, NROD overlays, and geotechnical constraints present in this area.
- Pedestrian/bicycle pavement markings placed at decision points communicate intended use of the space to both trail users and motorists. Dashed white lines delineate shared space for trail users and motorists on the roadway.
- A wayfinding map kiosk located close to the trail will serve to inform visitors about the larger trail network and its connections, help guide trail users along the correct route, and highlight potential destinations that trail users might be interested in.

As the MCT continues through the Canemah Neighborhood along 3rd Ave, Ganong St, and 4th Ave, similar approaches are recommended to delineate space including shared-use pavement markings, shared-use signage, and wayfinding signage.

TYPICAL CROSS SECTIONS & DESIGN FEATURES

Diagrammatic depiction of potential parking lot treatments. Requires further analysis and detailed design development.



Next Steps and Implementation

The adoption of the McLoughlin-Canemah Trail Plan will amend the City's Parks Master Plan, Trails Master Plan, and Transportation System Plan to reflect the trail plan and add and refine capital project lists. The adoption process includes meetings with the Transportation Advisory Committee (TAC), Parks and Recreation Advisory Committee (PRAC), and hearings before the planning Commission and City Commission.

City staff, with the help of stakeholders, will identify internal resources and apply for additional grant funds to implement the trail. Potential funding sources include Parks System Development Charges, Transportation System Development Charges, and state grants such as Connect Oregon and ODOT Enhance. Next steps are described in the table below.

The MCT Advisory Group also recommends that the PRAC review and update the overall Trails Master Plan, which was originally adopted in 2004.



Table 3. Implementation Priorities

NO.	TASK	PRIORITY / TIMEFRAME	RESPONSIBILITY
1	Pursue 20 MPH speed limit in Canemah neighborhood	1	Planning, Public Works
2	Design/implement Tumwater Drive closure	1	Planning, Public Works, ODOT
3	Explore interim improvements to 99E	1	Planning, Public Works, ODOT
4	Outreach to Canemah neighbors, add street markings within Canemah	1	Planning, Public Works, Historic Review Board
5	High Street bike route striping	1 (with 2018 resurfacing)	Planning, Public Works
6	Obtain a survey of the trail alignment area	2	Parks and Rec with coordination from PGE
7	Conduct study of S. 2nd Street pedestrian crossing options	2	Public Works, Planning, ODOT
8	Develop a trail signage plan	2	Parks and Rec, Public Works
9	Apply for grants for trail construction	2	All stakeholders, especially groups with nonprofit status
10	Construct interim trail improvements	2	Parks and Rec, Public Works, stakeholder volunteers, with coordination from PGE and ODOT
10	Explore and design VFW driveway changes	2	Parks and Rec, VFW
11	Construct permanent trail improvements	3	Parks and Rec, Public Works, with coordination from PGE and private development

VI.

APPENDIX 1 - GEOTECHNICAL REPORT



TECHNICAL MEMORANDUM

To: Mary Stewart / Alta Planning and Design

From: Alan P. Bean / Northwest Geotech, Inc.

Date: October 17, 2017

Subject: Geotechnical Reconnaissance Level Study

Project: McLoughlin – Canemah Trail Alignment Alternatives
NGI Project No. 3214.1.1



Expiration Date: 12-31-17

The purpose of this memorandum is to provide a reconnaissance level geotechnical assessment of potential alignment alternatives. Our scope of work was limited to geologic research, a brief reconnaissance of the proposed alignments and review of preliminary cross section sketches. This memorandum focusses on portions of the alignment where either economic risk due to challenging construction conditions may be present and/or land and rock slope stability risks are interpreted to be present.

General

The attached Figure 1 provides a reference for alignments discussed herein and was provided to NGI on August 16th, 2017. Previously we had assisted Alta with acquiring mapped historic landslides which have been overlain on the attached drawing. While we are not aware of any recent activity/movement of the large ancient landslides, the steep slopes formed by the scarps are marginally stable and smaller localized slumps/slides are common, especially where grading has been performed. The most notable examples are the series of slides along South End Road between 5th Avenue and the top of the plateau, where presumably historic road fill construction techniques were insufficient to maintain long term stability. While this area of South End Road is outside of the proposed trail alignment alternatives, it is representative of challenges posed when constructing alignments along these ancient landslide scarps.

Alignment A

Alignment A for the most part is along existing developed right of way but has a relatively long section (A-02) of boardwalk that is constructed as a bridge and/or viaduct for much of its length. In order to expand the width to dual use trail standards we would anticipate that all of the deck and outer rail would require reconstruction. We estimate at least 50% of the foundations and possibly all would need to be reconstructed and some retrofitted with rock anchors in a difficult cliff side construction environment above the active rail line. Further, and to provide for a longer-term design life, complete reconstruction of the boardwalk with materials other than wood should be anticipated. In general, the boardwalk appears to be near the end of its intended design life. This section of the basalt cliff appeared to be relatively stable other than periodic rockfall.

At the southern end of the boardwalk (Section A-03), widening via a retaining wall or even extension of the boardwalk may also be necessary. The remainder of Alignment A has few constraints and from a geotechnical prospective the primary focus where it connects to shared alignments would be evaluating and controlling surface water collection to move water off the potentially sensitive slopes.

Alignment B

This alignment is relatively flat prior to Section B-02 which will require widening/infilling of the highway ditch adjacent to the PGE substation where at highway grade. Near the southern end of the PGE substation the trail would ramp upward requiring a retaining wall. At this location which can also be described as the northern terminus of the old Canemah Park basalt face, the trail should be aligned such that it is directed away from the cliff and with a setback of roughly 20 feet. This portion of the cliff that is approximately 180 feet long is considered less stable than most of the remainder of the face to the south. Heading southward, the existing fence barrier at the top of slope represents an acceptable setback for a view point somewhere along this section. We recommend reviewing the rock face in more detail such that less stable portions can be identified and avoided when selecting the location of a viewpoint. Currently the protective wire netting is anchored approximately 10 feet from the face and therefore represents the minimum setback distance for an overlook/view point. We understand that ODOT may be making some improvements to the netting and anchorage in the summer of 2018 which may provide an opportunity to install three to six rock bolts through the upper basalt block to help protect a viewpoint long term. At a minimum, the ODOT project may allow a window and equipment/lane closure to map and evaluate the rock face below potential viewpoints.

In heavily treed areas, budgeting for trail sections should provide for construction of 5 inches of reinforced concrete over 8 inches of aggregate base. Open meadow areas of the trail could be constructed of 2.5 inches of Asphaltic Concrete (AC) over 8 inches of aggregate base that extends 12 inches beyond the edge of the AC.

If paving improvements and nominal widenings are included in the shared portions of the alignment, some drainage control improvements may be prudent such as small AC berms to direct flows away from homes and driveways to catch basins or natural drainage ways.

Alignment C

Within Section C-1, between 2nd Street and 5th Avenue, there are just a couple of pinch points along South High Street that would require cutting the soil or rock face on the uphill side back to the ROW line. The most obvious one is on South High Street approximately 500 feet south of S. 2nd Avenue, which would presumably take the form of a near vertical rock cut. Rock excavation can be performed using drilling and jacking methods that are typically more expensive than conventional blasting which is not an option in the urban environment. Residential stairways may be impacted in this area. The second location is approximately 300 to 400 feet north of the intersection with Sunset Street and depending on conditions may require a retaining wall if sound rock is not present on the uphill side. Widening on the downhill side is generally not feasible with the exception of the relatively short mound of bedrock located just south of Clinton Street which should be cut back even if only to improve site distance.

Section C-02 would represent a new trail alignment and we see no major geotechnical related issues with this alignment other than the first section that loops around the bedrock mound. The steep side slope in this location would require that the trail section be primarily constructed by cutting into the presumed rock mound, i.e., constructing fill wedges in steep terrain are not advised.

Section C-03 pavements are in very poor condition and an overlay should be assumed for the full width of the road.

Section C-05 represents a new overland alignment roughly 850 feet long and located within the undeveloped 5th Street ROW. The cross slope in the area increases to the South. As a result, when constructing trails along slopes exceeding 3H:1V the trail construction process would likely require two benches, one on the cut (uphill side) of the trail, and one for the downhill side. After removing the cut soils from the alignment, the lower bench would then be filled with imported granular material to create a stable pathway section. The downhill bench cut may be in the range of 2 to 4 feet in depth to create a necessary width and limit the uphill cut slope to just a few feet to avoid uphill slope instability. Some form of retention of this uphill cut (such as a 3'x3' gabion block) may be assumed where cross slopes approach 2H:1V. This appears to be the case in roughly the last 300 feet of the alignment and thus earthwork costs per foot of trail for this last portion of this Section would be relatively high, and the downhill side of the trail may also need retention and/or have a relatively steep edge fall off. The last 85' of the alignment would require relatively tight turns and switchbacks, with short walls on both downhill and uphill sides.

Limitations

The opinions and discussions herein are intended for alignment alternatives planning studies and should not be construed as geotechnical design recommendations. Once an alignment is selected we recommend a standard Geotechnical Investigation be conducted to support the project design phase.

If you have any questions please feel free to contact our office.

Attachments: Figure 1 – Vicinity Map

VII.

APPENDIX 2 - ENVIRONMENTAL REPORT



9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

PACIFIC HABITAT SERVICES, INC.

(800) 871-9333 • (503) 570-0800 • Fax (503) 570-0855

Date: October 25, 2017

To: Mary Stewart, ALTA Planning and Design

From: John van Staveren

Re: Natural Resource Considerations for the McLoughlin-Canemah Trail Plan
PHS #6243

Pacific Habitat Services (PHS) reviewed habitat conditions along the proposed trail alignments for the McLoughlin-Canemah Trail Plan. The project area is bordered by the Three Rivers Veterans of Foreign Wars (VFW) Post 1324 in the east and the Canemah Neighborhood Children's Park in the west. Between these two areas, Alta Planning + Design has proposed several trail alignment options. The purpose of this memorandum is to review potential natural resource impacts along the proposed trail alignments.

Overview

As stated above, the study area extends from Three Rivers VFW Post 1324 in the east and the Canemah Neighborhood Children's Park in the west. To the north, the study area extends along the bluff overlooking the Willamette River. At this location there is an existing wooden boardwalk maintained by ODOT between the edge of the bluff and Highway 99E. To the south, the study area is defined by S. High Street to the east and 5th Avenue to the west.

One factor that may play a role in the alignment of trails is the City of Oregon City's Natural Resource Overlay District (NROD) (Chapter 17.49). The purpose of the NROD is to protect habitats and associated functions of streams, riparian corridors, wetlands and the regulated wildlife habitat found in the City. It provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within the City.

Figures 1 through 3 show the extent of NROD within the study area. Approximately 3,463 feet of Alignment A is within an area mapped as NROD (2,680 feet if paved roads are excluded). Approximately 2,403 feet (519 feet if paved roads are excluded) and approximately 1,685 feet of Alignment C is within the NROD (197 feet if paved roads are excluded).

It is possible that trail construction could be exempt if the criteria described in Section 17.49.80F are met. The following uses are allowed within the NROD and do not require the issuance of an NROD permit if all of the following criteria are met:

1. Construction shall take place between May 1 and October 30 with hand held equipment;

General Contractors • OR: CCB# 94379

2. Widths shall not exceed forty-eight inches and trail grade shall not exceed twenty percent;
3. Construction shall leave no scars greater than three inches in diameter on live parts of native plants;
4. Located no closer than twenty-five feet to a wetland or the top of banks of a perennial stream or ten feet of an intermittent stream;
5. No impervious surfaces; and
6. No native trees greater than one-inch in diameter may be removed or cut, unless replaced with an equal number of native trees of at least two-inch diameter and planted within ten feet of the trail.

If these criteria cannot be met, the minimization of impacts and mitigation will be required.

Natural Resource Review

The natural resource review conducted by PHS was divided into three main areas: Area 1 - Three Rivers VFW Post 1324 to PGE Substation; Area 2 – PGE Substation to Miller Street; and Area 3 – Miller Street to Canemah Neighborhood Children’s Park.

Area 1 - Three Rivers VFW Post 1324 to PGE Substation

Natural resources are generally not an important factor in siting the trail within Area 1 (the eastern portion of the study area). Options for trail alignments between the VFW Post and the PGE

Substation are generally restricted to existing paved surfaces. The only area of NROD in this area is along the banks of the Willamette River, which extends across Highway 99E.



The area immediately to the southeast of the PGE Substation was found to have an excavated ditch along the base of a steep slope (see photograph to the right). The slope is contributing groundwater and surface runoff into the ditch, which has formed hydric (i.e. wetland) soils in its bed and which is dominated by a variety of wetland plants, such as such as cattail, American speedwell, small-fruited bulrush, and manna grass.

Although probably manmade and excavated to capture runoff from the slope, the ditch will likely be regulated by both the Oregon Department of State Lands (DSL) and the US Army Corps of Engineers (Corps). Siting the trail in this area will likely impact the ditch. If greater than 50 cubic yards of fill material is used, a permit from DSL will be required. Any amount of fill in the ditch (which would be classified as a wetland) will require a permit from the Corps. Unavoidable impacts

to the ditch will require mitigation, which will likely be the purchase of wetland mitigation credits from the Mud Slough Wetland Mitigation Bank.

A wetland is also located to the west of the PGE Substation. This wetland has no trees or shrubs and is dominated by reed canarygrass and tall fescue (both non-native grasses). Like the ditch, the wetland will likely be regulated by DSL and the Corps and permits will likely be required if impacts cannot be avoided. The wetland is likely supported by a shallow seasonal groundwater table. During an investigation in August, 2017, the wetland was dry, with no shallow groundwater table visible to at least 16 inches below the ground surface; however, indicators of wetland hydrology in the soil were present.

The PGE Substation and the approximate location of the ditch and the wetland are shown in the aerial photograph below.



If the trail is to be located near these features, a wetland delineation using the required criteria and methodologies of the Corps of Engineers *Wetland Delineation Manual Technical Report Y-87-1* (Environmental Laboratory, 1987) and the *Western Mountains, Valleys and Coast Region* regional supplement to the 1987 Manual should be conducted. These manuals provide the guidelines and methodology for defining the limits of any wetlands.

Area 2 – PGE Substation to Miller Street

As one moves farther west away from the PGE Substation, natural resource issues become more important. The area to the west of the substation includes Old Canemah Park, which is a forested area dominated by big leaf maple and with an understory of sword fern, hazelnut, snowberry, Cascara, vine maple and Indian plum. Oak trees are present, but they are growing closer to the bluff where there appears to be shallower soils, more light, and less competition from other tree species. Very little of the park is overlaid with an NROD designation. A trail through this area should be sited to minimize impacts to native vegetation and trees. The proposed 12-foot wide path would require a combination of 1) removal of some trees and understory vegetation and 2) careful site work around other existing trees. In those cases, the removal of lower tree limbs and the pruning of roots should be conducted under the supervision of a qualified arborist to minimize impacts. It is further recommended that mature and native trees be surveyed prior to design the path alignment and that path widening occur opposite of such trees whenever possible.

To the west of Old Canemah Park is the historic district of Canemah. Within this area, trail alignments generally run along existing roads and little impact to natural resources is likely. Portions of this area are mapped with an NROD overlay based on the presence of mapped drainages. These drainages, which were not observed, should be delineated prior to final siting.

Area 3 – Miller Street to Canemah Neighborhood Children’s Park

Between Miller Street and Blanchard Street is an undeveloped area dominated by big leaf maple and with an understory that contains non-natives such as Himalayan blackberry and Scot’s broom, but also native species such as hazelnut and willow. In 2016, a wetland delineation identified a wetland north of the 5th Avenue right-of-way and west of Miller Street. It is recommended that a wetland delineation be conducted within the eastern portion of the alignment (west of Miller Street) to ensure that the location of any wetlands in this area is understood. As stated previously, 197 feet of this alignment (if paved roads are excluded) is within an area mapped as NROD. Construction of the trail would require extensive retaining walls and switchbacks to traverse the steep hillside. As with the other forested areas, care should be taken to site the trail, so that trees are not impacted.

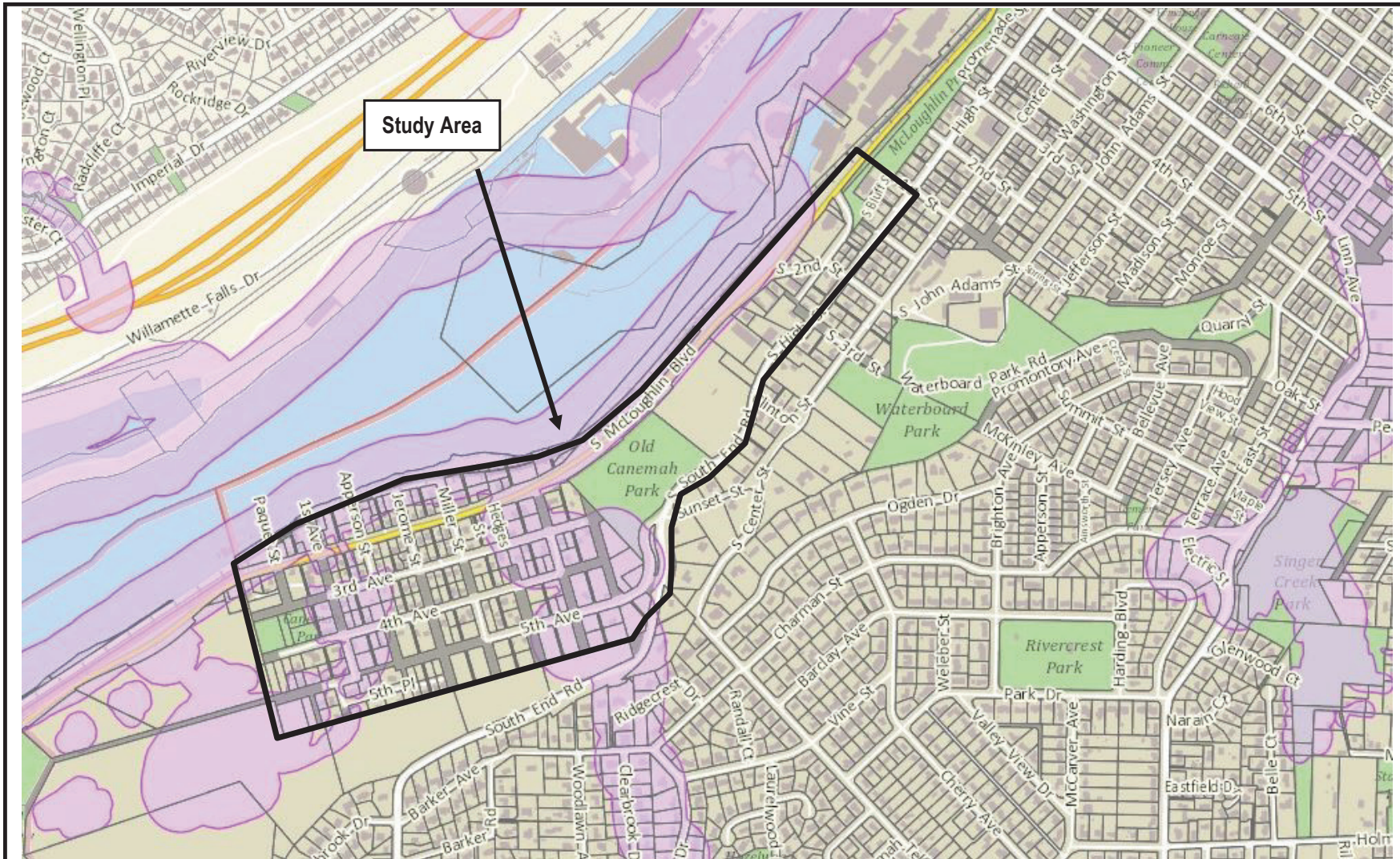
Plants observed within the entire study area:

Common Name	Botanical Name
Trees	
Big leaf maple	<i>Acer macrophyllum</i>
Douglas fir	<i>Pseudotsuga menziesii</i>
Oregon white oak	<i>Quercus garryana</i>
Red alder	<i>Alnus rubra</i>
Willow sp.	<i>Salix sp.</i>
Shrubs	
Beaked hazelnut	<i>Corylus cornuta</i>

Common Name	Botanical Name
Cascara	<i>Rhamnus purshiana</i>
Himalayan blackberry	<i>Rubus armeniacus</i> **
Indian plum	<i>Oemleria cerasiformis</i>
Madrone	<i>Arbutus menziesii</i>
Multi-flora rose	<i>Rosa multiflora</i> **
Scot's broom	<i>Cytisus scoparius</i> **
Snowberry	<i>Symphoricarpos albus</i>
Vine maple	<i>Acer circinatum</i>
Western serviceberry	<i>Amelanchier alnifolia</i>
Woody Vines	
English ivy	<i>Hedera helix</i> **
Ground Cover	
American speedwell	<i>Veronica americana</i>
Catchweed bedstraw	<i>Galium aparine</i>
Cattail	<i>Typha latifolia</i>
Common tansy	<i>Tanacetum vulgare</i> **
Common vetch	<i>Vicia sativa</i> **
Few-seed bittercress	<i>Cardamine oligosperma</i>
Manna grass	<i>Glyceria elata</i>
Oxeye daisy	<i>Leucanthemum vulgare</i> **
Red clover	<i>Trifolium pratense</i>
Red-tinge bulrush	<i>Scirpus microcarpus</i>
Reed canarygrass	<i>Phalaris arundinacea</i> **
Robert's geranium	<i>Geranium robertianum</i> **
Spotted cat's ear	<i>Hypochaeris radicata</i> **
Sword fern	<i>Polystichum munitum</i>
Sweetclover	<i>Melilotus alba</i> **
Tall fescue	<i>Schedonorus arundinaceus</i> **
Teasel	<i>Dipsacus fullonum</i> **
Thistle	<i>Cirsium sp.</i> **
Velvet grass	<i>Holcus lanatus</i> **
Watson's Willow Herb	<i>Epilobium watsonii</i>

** Oregon City Nuisance Plant List:

<https://www.orcity.org/sites/default/files/fileattachments/planning/page/3266/nuisanceplantlist.pdf>



#6243
9/11/2017



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
1



Study Area

#6243
9/11/2017



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Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
2



#6243
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Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE
3



#6243
9/11/2017



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Natural Resource Overlay District
Canemah Trail - Oregon City, Oregon
https://maps.oregoncity.org/Html5Viewer_2_9_0/index.html?viewer=OCWebMaps.OCWebMaps

FIGURE

4

VIII.

APPENDIX 3 - GREENWAY FOR A DAY PUBLIC EVENT SUMMARY

GREENWAY FOR A DAY PUBLIC EVENT SUMMARY

The Greenway for a Day event attracted approximately 70-80 participants over the four-hour event. Participants traveled from the Museum of the Oregon Territory to Canemah Children's Park, following the one-mile temporarily marked trail.

Many people began at the museum, but others began elsewhere along the path. Most people were walking, but a few people biked the trail, and one family pulled their kids in a bike trailer.

Participants were invited to take a survey after they completed the trail and to review the draft trail alignment options and Safety Toolkit ideas. Over 40 surveys were filled out at the event and dozens of people completed the green dot activity to give feedback on the Safety Toolkit options. The online survey gained an additional 16 responses. Detailed survey and green-dot activity results are included in this Appendix.



What was your favorite part of the walk?

- Access to downtown area made known. Enjoyed the field area with river views.
- ALL OF IT!!!
- All of it. I didn't know this area was here and I have lived in OC 38 years
- Old Canemah Park
- Discovering new parts of Oregon City and separate bike and walking trail in Canemah Park
- Discovering the picnic tables overlooking the river - what a great lunch spot!
- Going up and down hills
- Grassy area overlooking the river
- Having a destination for the kids (park). Shaded areas were awesome to have
- Path through Canemah Park
- Portions west of the substation
- Riding in the bike trailer
- Riding through Old Canemah Park
- River views
- Seeing the river and meeting other neighbors
- Stairs (Canemah neighborhood)
- The off road
- The organization
- The park and the view
- The part around the Power Lines to make it more useful
- The scenery is great.
- The scenic walk through Old Canemah, as well as the exercise.
- The stairs and walking through the treed areas and the views
- The stairs, good exercise and good walkway
- The swings
- The view of the river and falls
- The views from the ridge above 99e
- The walk through Old Canemah Park
- Trails above children's park
- Walking through the Old Canemah Park. It was quiet and rather peaceful and the views of the falls were great.
- Well marked and scenic

GREENWAY FOR A DAY PUBLIC EVENT SUMMARY

What was your least favorite part?

- 99E by collision/body shop
- Along 99E - I wouldn't use this route you've done, too narrow there old Canemah they the neighborhood wouldn't appreciate the invasion of their peace and quiet.
- Beginning going by collision repair shop & PGE sub station. Need to go out on boardwalk
- Cars were kinda scary, but I was OK
- Dogs
- End St too hilly for biking
- Getting bit breaking up a dog fight due to another's dog off leash and ran up to my dog):
- Going home
- Gravel surface
- I enjoyed the whole walk
- It's hot
- Liked it all
- Lots of cars
- Mcloughlin Stretch
- Need landscaping at 2nd St.
- No complaints - beautiful day, nice stroll, helpful people & I saw a dragonfly
- Non
- Path along 99E
- Path along PGE fence
- PGE/McLoughlin walk
- Poison oak along trails at the children's park
- Portions east of the substation
- Power plant area
- Stairs
- Steep terrain
- The amount of traffic worries me as a cyclist with kids.
- The commercial area by 99
- The potential for poison oak.
- The small area on the highway
- The stairs
- The stairs, poison ivy.
- The street

- The walk across 99
- The walk through Canemah streets and up a hill (but really no big)
- Traffic on highway 99
- Walking along 99
- Walking along the power station
- Walking along the south side of McLoughlin/99E. Without a barrier of some type it seems risky!
- Walking through the grass at the power plant

Survey Results: Comments on Alignments

- #7 & 8 are where it feels unsafe
- #27 a crossing here would be wonderful!!
- #28 & 29 sidewalk improvements would be great, it feels unsafe with traffic so close
- #33 we have tried this path and it seems unsafe with the traffic that goes by so fast and the path gets so narrow
- 5th St seems like a bad option
- -A1/A2 preferred
- -Flat biking trails preferred
- Clearly mark where to go for stairs or path for baby's strollers & no stairs
- Family friendly streets.
- Good idea for the community, marked pedestrian paths are preferred
- I don't like to take trails which share traffic areas.
- I really like the County trail that circles Stonecreek Golf Course. This type would draw me to the city.
- I would just drive to Canemah Park with kids - they enjoy the hike to the cemetery
- I would like to preserve parking but want a trail to downtown OC. I bike from our neighborhood all week
- Include 3rd Ave alternative with lighting on the stairs :)
- Just do it!
- Leave out walking/biking between Old Canemah Park to children's park
- Like the idea of developing the walk along 99 - the boardwalk
- Looks good
- McLoughlin on riverside seems easier, but A1 alignment through Old Canemah would be nice as well.
- Need a couple of ped crossings across McLoughlin

- No, Great job!
- Really love cycle across as neither 99E or South End save for peds/cycles to travel Canemah -> downtown
- Try to keep off McLoughlin
- You're doing GREAT

Other comments and safety suggestions

- A crossing at Jerome would improve safety and any traffic calming in the Canemah neighborhood would be helpful. As it is now, people tend to drive too fast in the neighborhood
- A safe crossing at 99E, a bike parking, Traffic calming
- Add crossings on 99E; Master plan for Oregon City Loop Trail
- All of the above and slower traffic signs for S High St. Keep drivers from using gravel road from Tumwater up to S High
- Bike improvements are my priority
- If you want me to visit the city to walk / bike then I need a public parking area and a map of the trails for the entire city.
- Just keep it near the falls, and trim some of those maples!
- Lighting and police patrol
- Lower speed limits. Could even be 30 MPH for a portion of 99E if a portion of the trail must be on that highway.
- More shade
- Ped Crossings! Yes
- Safe crossing at 99E is a great idea
- These sound great! Making easy access to Main Street area is welcome and wanted! We are residents of Canemah and REALLY want access directly to downtown/main area. We were disappointed the railway connection was removed from Phase I, but hopeful access will come.
- Would love bike lane on South End
- Yes to a safe crossing of 99E and yes to traffic calming measures... Traffic going too fast in neighborhood. Bike path on streets please!

IX.

APPENDIX 4 - STAKEHOLDER EVALUATION MATERIALS

STAKEHOLDER EVALUATION MATERIALS

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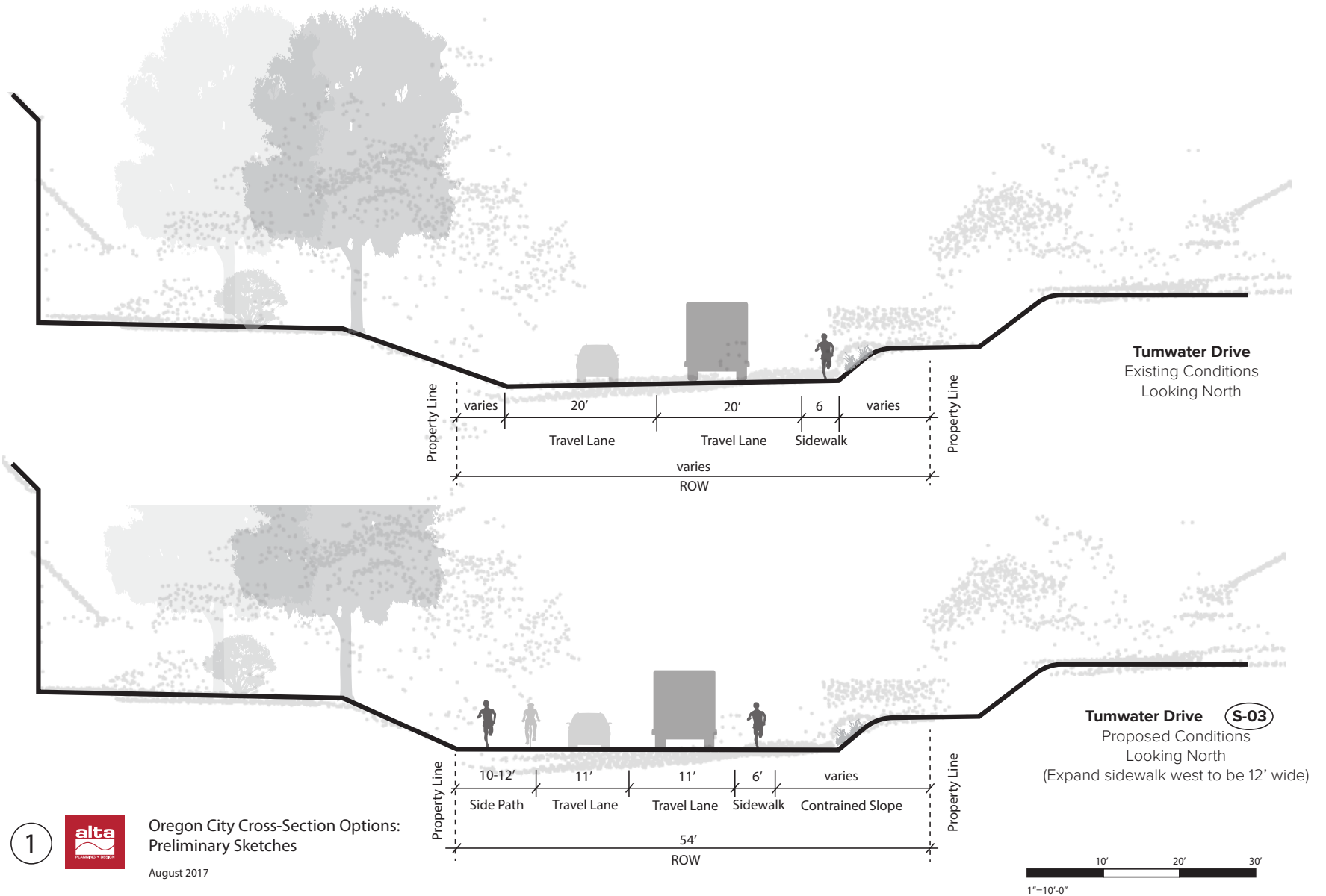
STAKEHOLDER EVALUATION MATERIALS

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McLoughlin-Canemah Trail - Alternative Trail Alignments Evaluation Matrix DRAFT																									
	GOAL:- Provide an attractive route of travel for people walking & biking between the McLoughlin Promenade & Canemah Children's Park that connects residential areas, parks, & businesses.		GOAL:- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations		GOAL:- Minimize risk and conflicts with between automobile traffic, bicycle traffic, and pedestrians.		GOAL:- Provide a trail design that is context-sensitive, particularly to the Canemah NRHD, McLoughlin Promenade, and the McLoughlin Conservation District.		GOAL:- Provide experiences and views of Willamette Falls.		GOAL:- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor		GOAL:- Discourage criminal activity and provide a secure environment for all users		GOAL:- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future		GOAL:- Avoid use of private property in the Canemah National Register Historic District.		Geotechnical Constraints		Recommended Interim Alignment	Recommended Permanent Alignment			
SEG ID	METRIC: Quality of experience		METRIC: Limitations for all ages and abilities facility		METRIC: Vehicle conflict risk		METRIC: Historic District		METRIC: Views of Willamette Falls		METRIC: Environmental impacts		METRIC: Environmental crime risk		METRIC: Cost		METRIC: Canemah NRHD property impacts	METRIC: Other Property Impacts	METRIC: Geotechnical constraints		Recommendation for interim trail alignment	Recommended for permanent trail alignment			
S-1	●	Pleasant residential street	●		●	Shared use, low speed/volume	✓	McLoughlin Cons Dist.			●	No impact	●	High visibility/low risk	\$	Signage and pavement marking w/ minimal construction, new paved connection to acromenade	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-2	●	Parking lot and driveway, residential/museum frontage street	●	Steep slope on VFW driveway	●	Shared driveway and low visibility	✓	McLoughlin Cons Dist.			●	No impact	●	High visibility/low risk	\$	Signage and pavement marking w/ minimal construction	●	●	None	●	No impacts		TBD		
S-3	●	Curb-tight sidewalk, no street trees	●		●	Cross at 99E					●	No impact	●	High visibility/low risk	\$\$	Widen sidewalk	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-4	●	Curb-tight sidewalk, no street trees	●		●	Cross at 99E					●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts		TBD		
S-5	●	Curb-tight sidewalk, no street trees	●	Moderate slope (S 2nd)	●	Cross at 99E or High St.	✓	McLoughlin Cons Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
A-1	●	Close to river and highway	○	Stairs	●	Full Separation			●		●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	PGE and ODOT ROW	●	No impacts		TBD		
A-2	●	Close to river and highway	●		●	Moderate	✓	Canemah Hist Dist.	●		●	No impact	●	High visibility/low risk	\$\$	New Boardwalk	●	●	PGE and ODOT ROW	●	Boardwalk modification may require stabilization		TBD		
A-3	●	Close to river and highway	●	Moderate slope + pinch point	●	Moderate. Assume RFB at Jerome	✓	Canemah Hist Dist.	●		●	No impact	●	High visibility/low risk	\$\$\$	New Boardwalk and Hwy 99 crossing	●	●	PGE and ODOT ROW	●	Boardwalk modification may require stabilization		TBD		
B-1	●	Views but close to highway	●		●	Adjacent to 99E with + driveway crossings.			●		●	Medium impact	●	Moderate	\$\$	New sidewalk/trail construction	●	●	PGE and ODOT ROW	●	Requires cut/fill w/min impacts	✓	TBD		
B-2	●	Access to nature	●		●	No vehicle interaction			●		●	Medium impact	●	Moderate	\$\$	New trail construction	●	●	Close proximity to residence	●	May require cliff face stabilization	✓	TBD		
B-3	●	Semi attractive pending development	●		●	Potential for no vehicle interaction	✓	McLoughlin Cons Dist.			●	No impact	●	No impact	\$	Improvements packaged into re-development	●	●	Commercial Parcels	●	No impacts		TBD		
C-1	●	Close to nature, views	●	low-moderate slope + pinch point	●	Assumes curb separation	✓	McLoughlin Cons Dist.	●		●	No impact	●	High visibility/low risk	\$\$	Extend pavement, signage and pavement marking. May need blasting	●	●	Close proximity to residence	●	No impacts		TBD		
C-2	●	Access to nature	●	very steep slope	●	No vehicle interaction					●	Medium impact	●	Isolated	\$\$	Extend pavement, signage and pavement marking	●	●	PGE	●	Requires cut/fill w/min impacts		TBD		
C-3	●	Close to nature	●	low-moderate slope	●	Assumes curb separation	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$\$	Extend pavement, signage and pavement marking	●	●	Close proximity to residence	●	No impacts		TBD		
C-4	●	Pleasant residential street	●	moderate slope	●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signage and pavement marking w/ minimal construction	●	●	Close proximity to residence	●	No impacts		TBD		
C-5	●	Access to nature	●	very steep slope	●	Unimproved ROW; driveways	✓	Canemah Hist Dist.			●	NROD impact	●	Isolated	\$\$	New trail construction	●	●	Close proximity to residence	●	Landslide potential		TBD		
S-6	●	Pleasant residential street	●	moderate slope (3rd Ave)	●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-7	●	Pleasant residential street	●	moderate slope (3rd Ave)	●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-8	●	Pleasant residential street	○	Stairs	●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-9	●	Pleasant residential street	●	steep slope (Ganong)	●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-10	●	Pleasant residential street	●		●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
S-11	●	Pleasant residential street	●	low-moderate slope	●	Low speed/volume	✓	Canemah Hist Dist.			●	No impact	●	High visibility/low risk	\$	Signs & pvmt markings w/min const	●	●	Close proximity to residence	●	No impacts	✓	TBD		
		Assumptions: Value given to access to nature, street trees, buffers from traffic, and neighborhood character.		Assumptions: All ages and all abilities requires slopes at or below 5%. 5-15% is less comfortable for bicyclists and other users.		Assumptions: Designs minimize risk associated with traffic speeds and volume. Optimal scoring assumes no interaction with vehicular traffic.		Assumptions: Designs will not violate any provisions of historic or conservation districts.		Assumptions: There is an existing view of the falls.		Assumptions: To be provided by environmental consultant.		Assumptions: Moderate risk areas are those that are isolated from both roadways and occupied structures.		Assumptions: As indicated above		Assumptions: No direct impacts within CNRHD		Assumptions: Direct impacts passes through private property. Indirect impacts imply close proximity.		Assumptions: To be provided by geotechnical consultant		Assumptions: Preliminary City Staff recommendation	Assumptions: TBD following stakeholder meetings
LEGEND																									
	● Optimal				● Minor Constraints						● Moderate Constraints				● Major Constraints						○ Not advisable or feasible				

STAKEHOLDER EVALUATION MATERIALS

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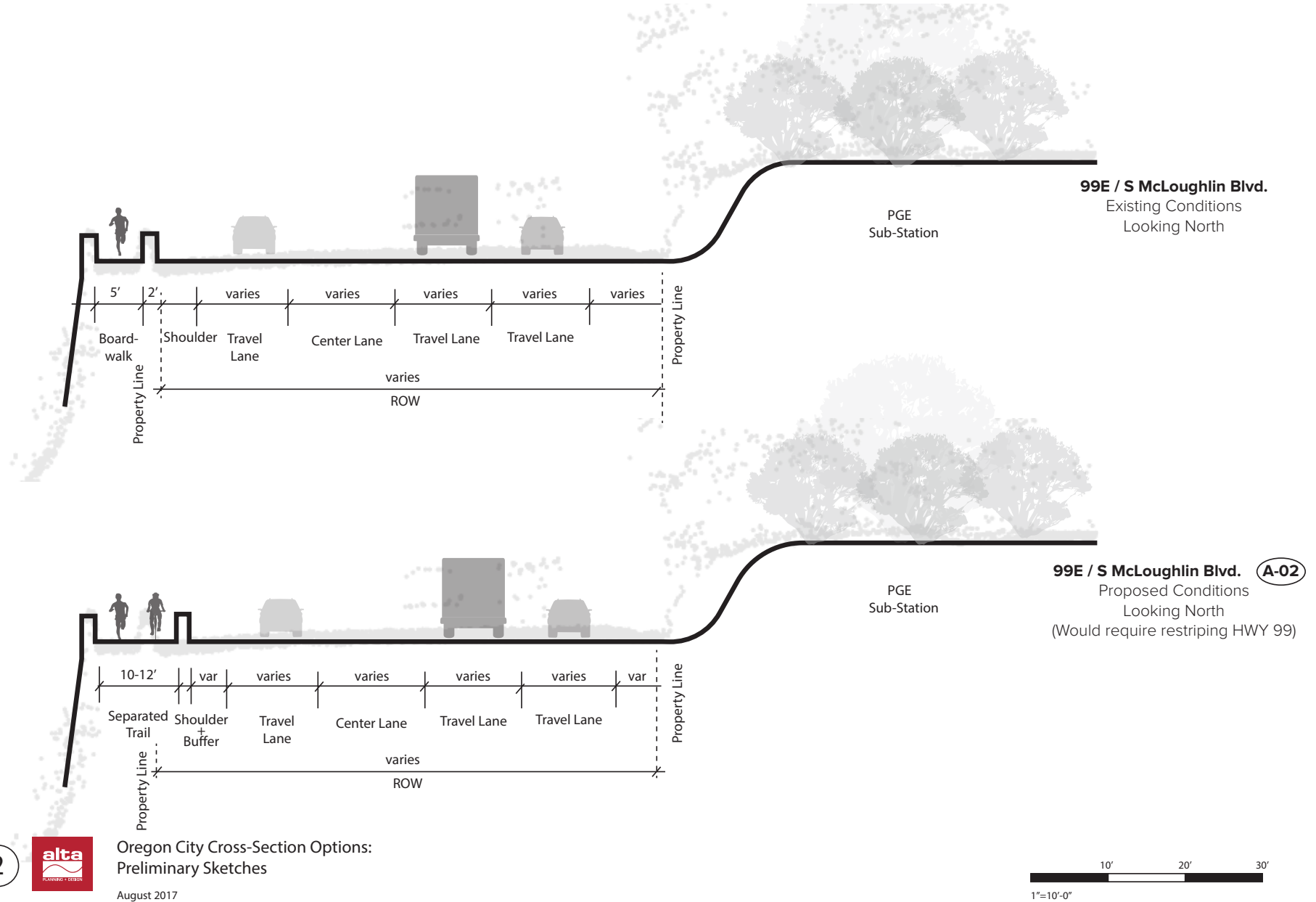


Oregon City Cross-Section Options:
Preliminary Sketches

August 2017

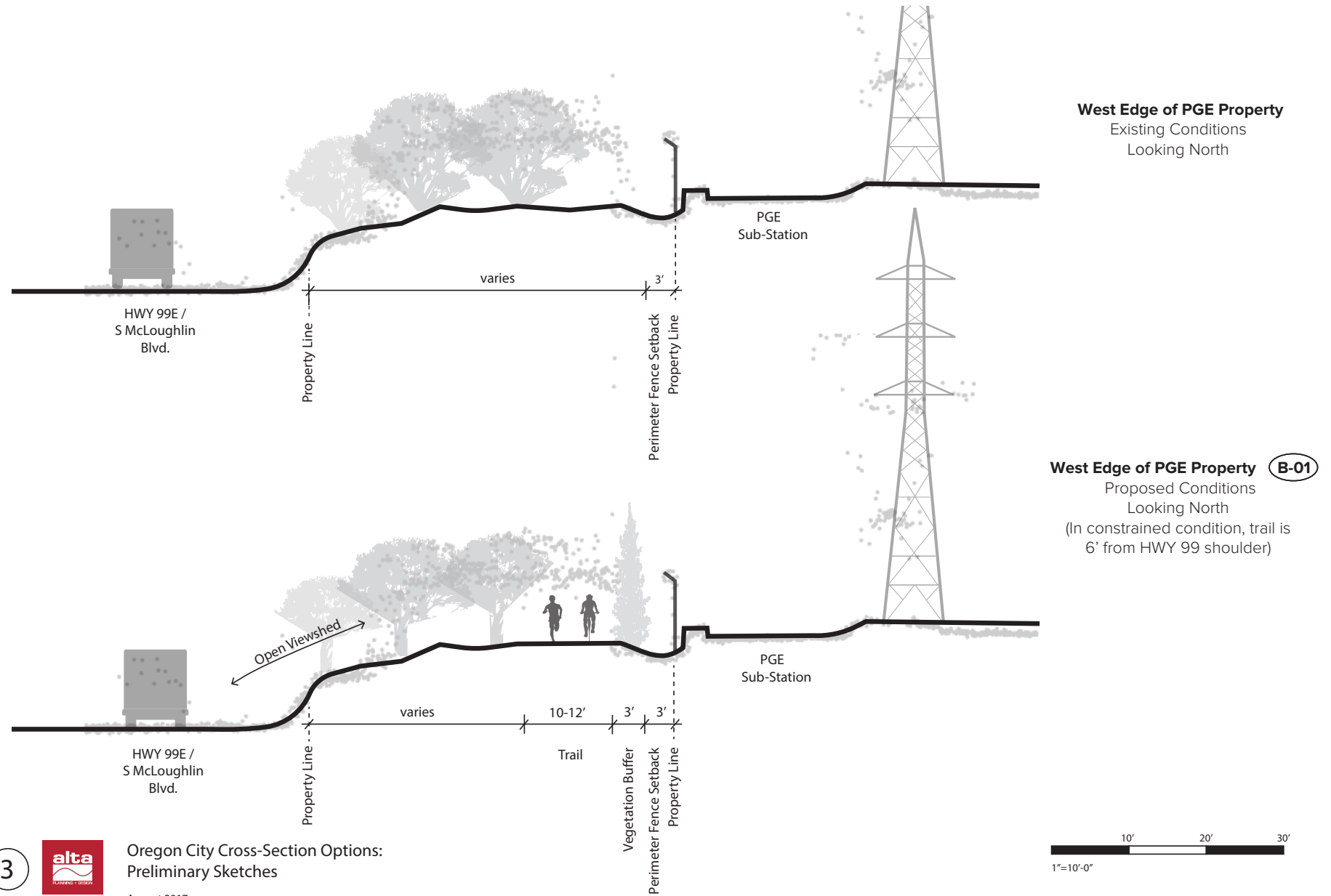
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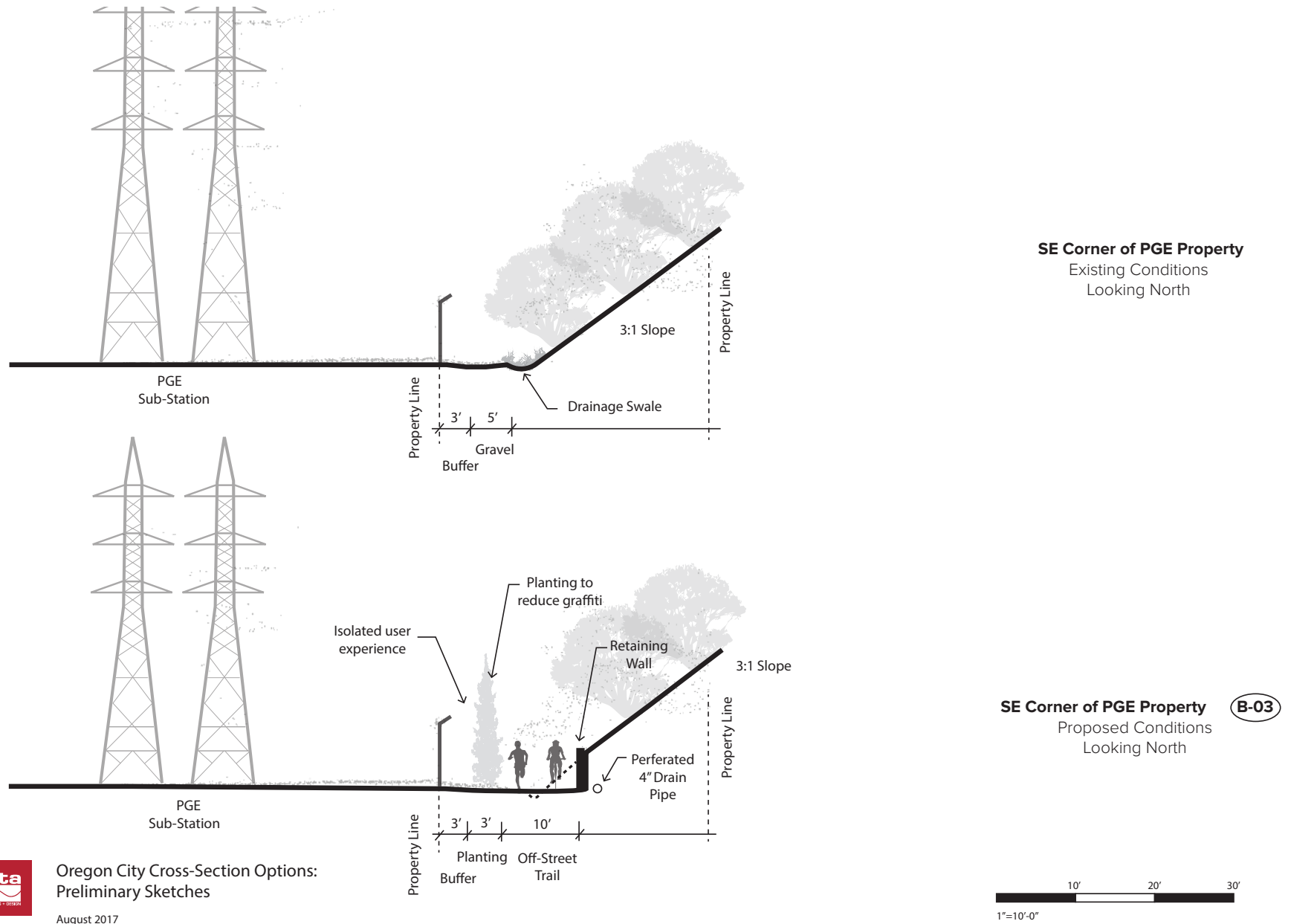
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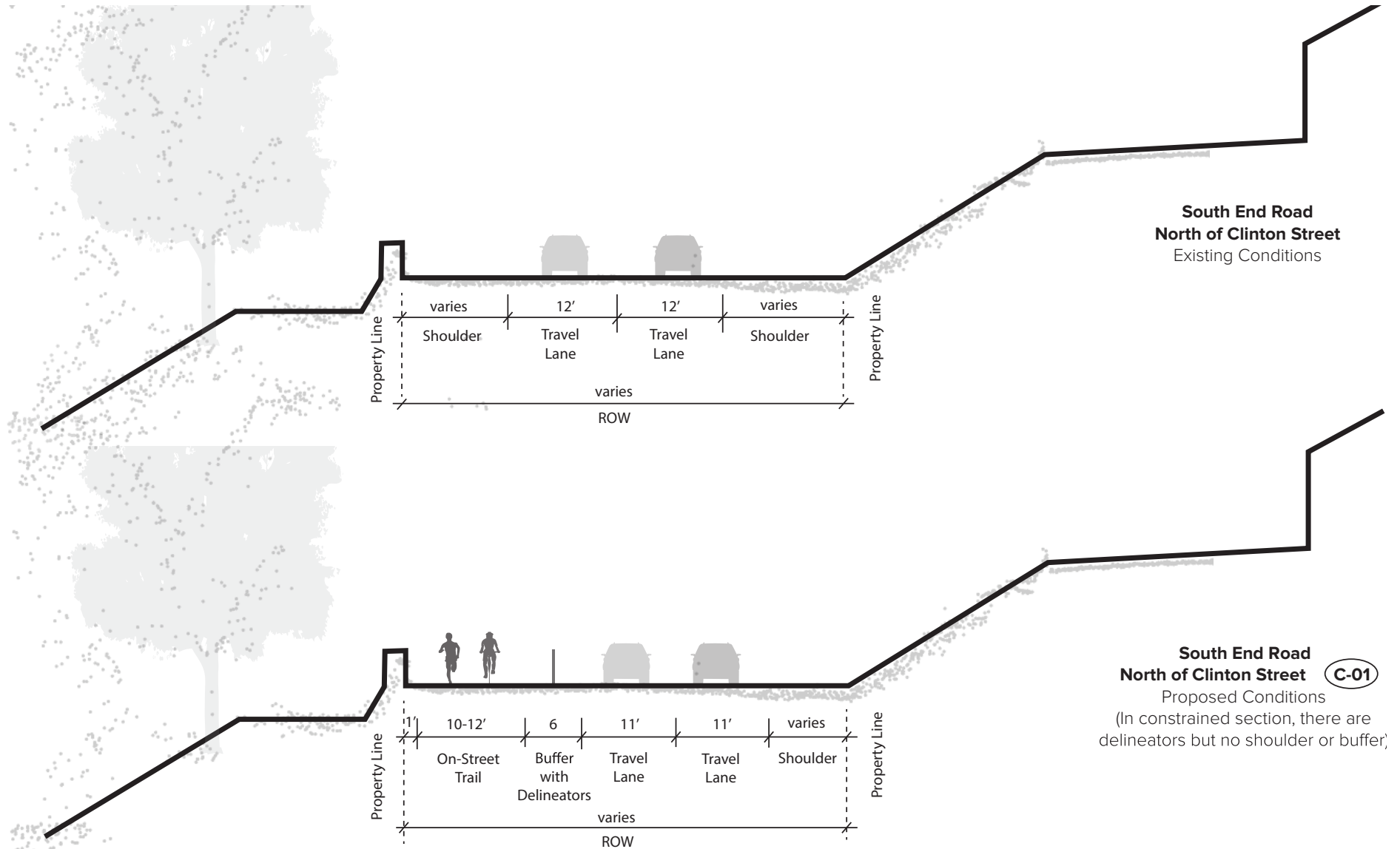
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Oregon City Cross-Section Options:
Preliminary Sketches

August 2017

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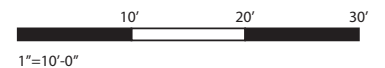


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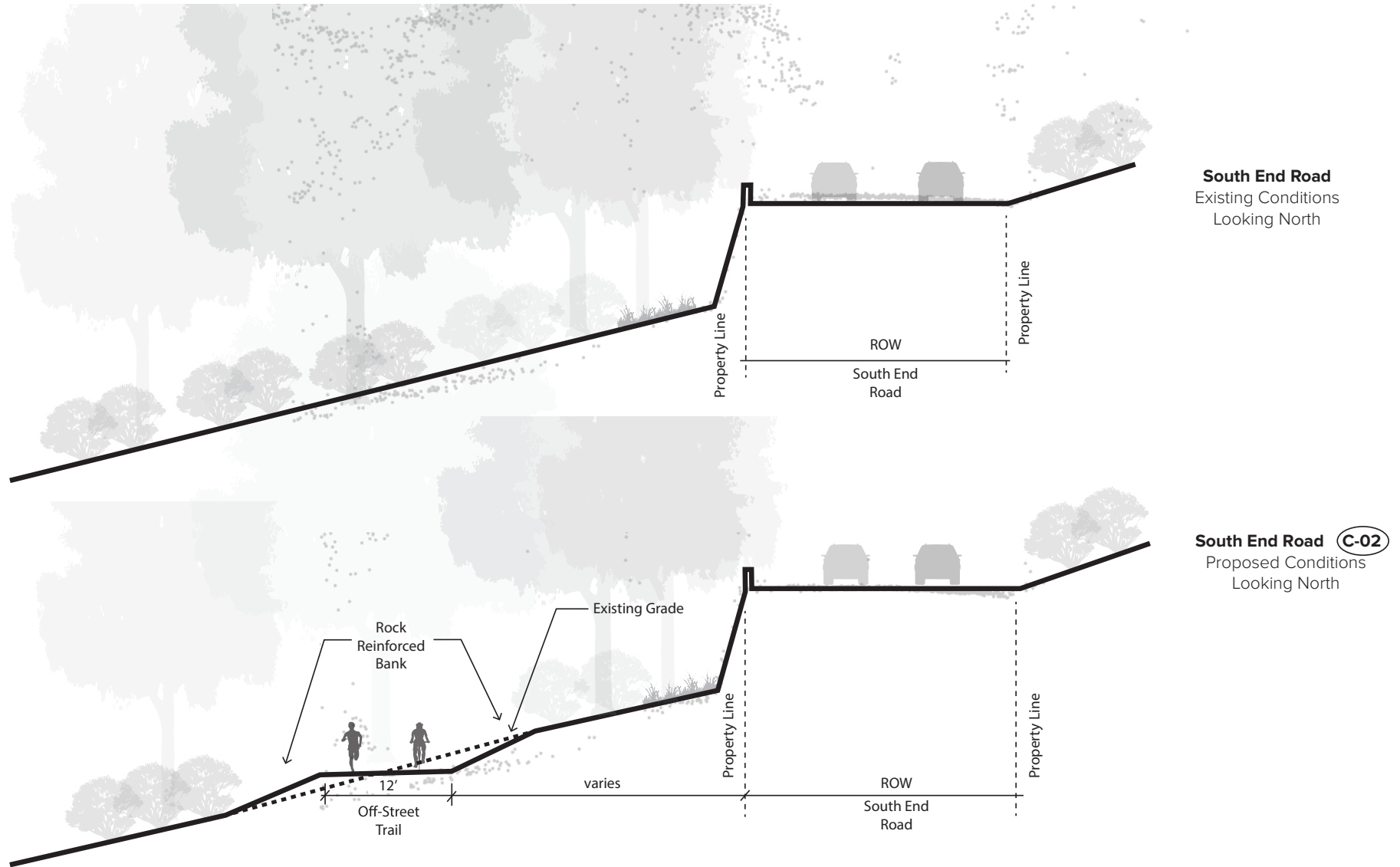
Oregon City Cross-Section Options:
Preliminary Sketches

August 2017



STAKEHOLDER EVALUATION MATERIALS

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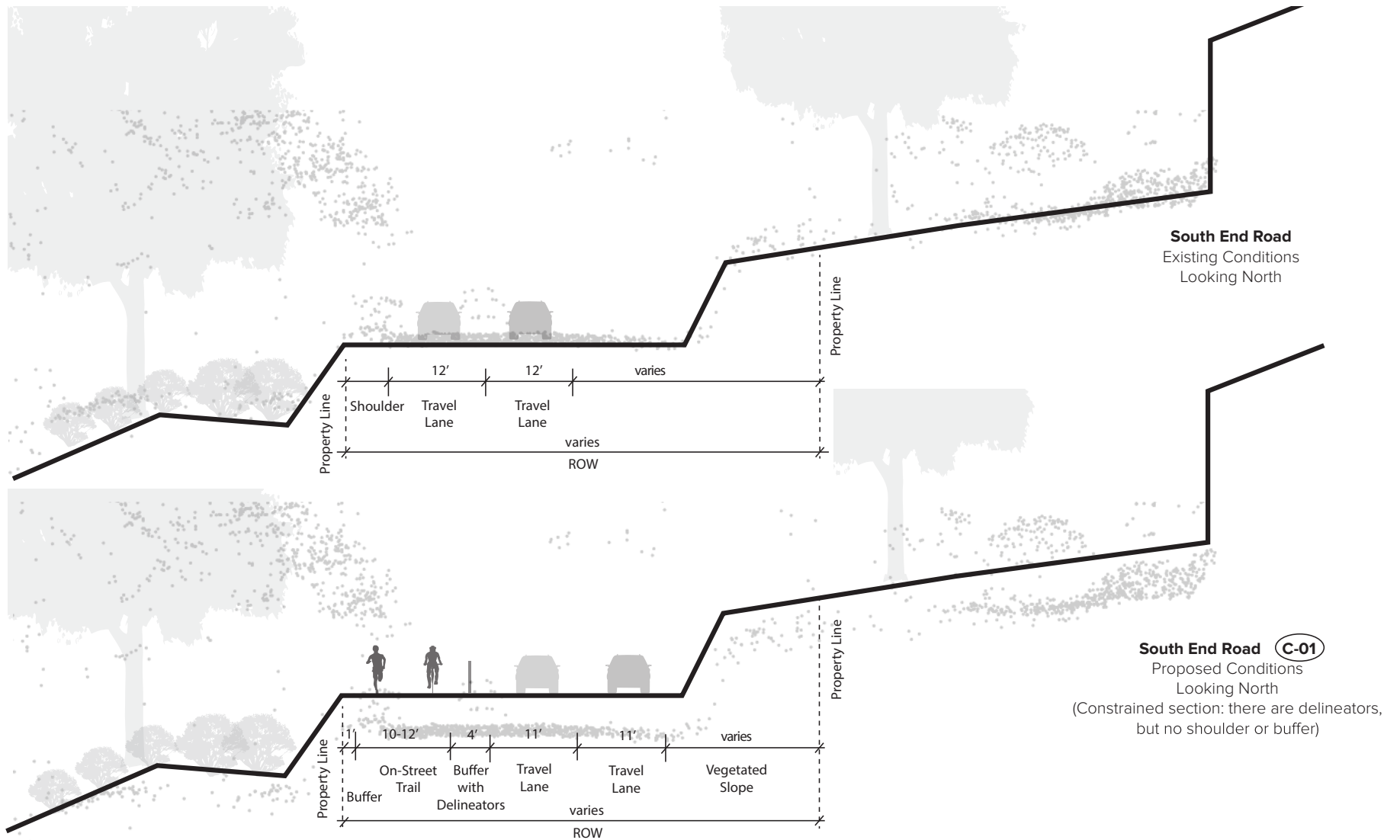
Oregon City Cross-Section Options:
Preliminary Sketches

August 2017

10' 20' 30'
1"=10'-0"

STAKEHOLDER EVALUATION MATERIALS

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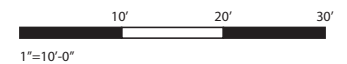


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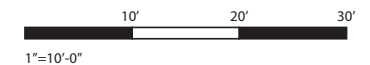
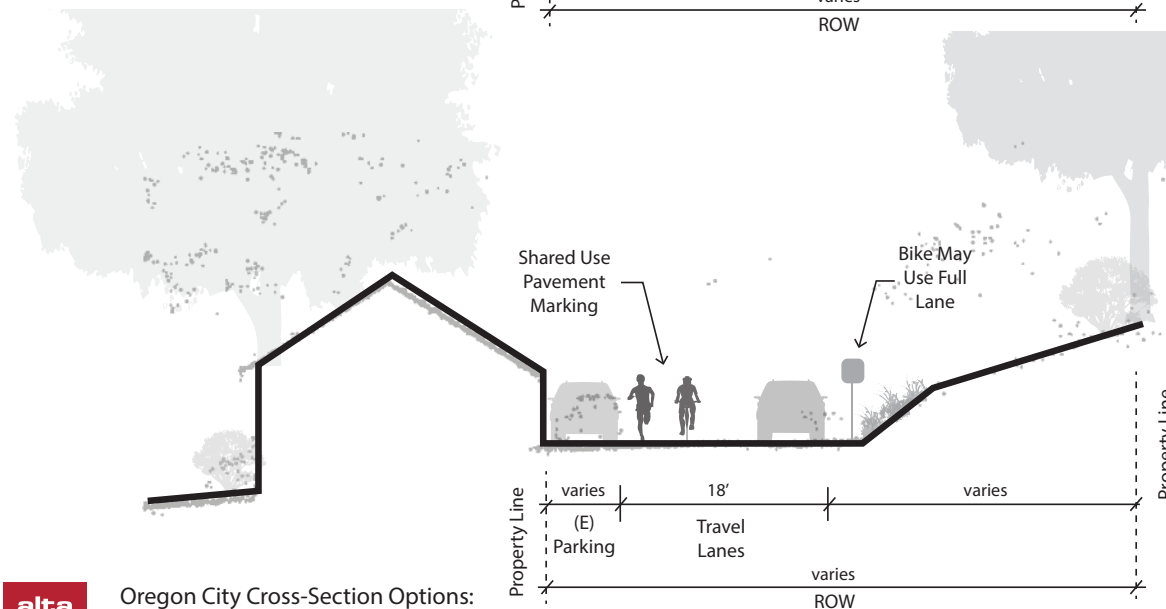
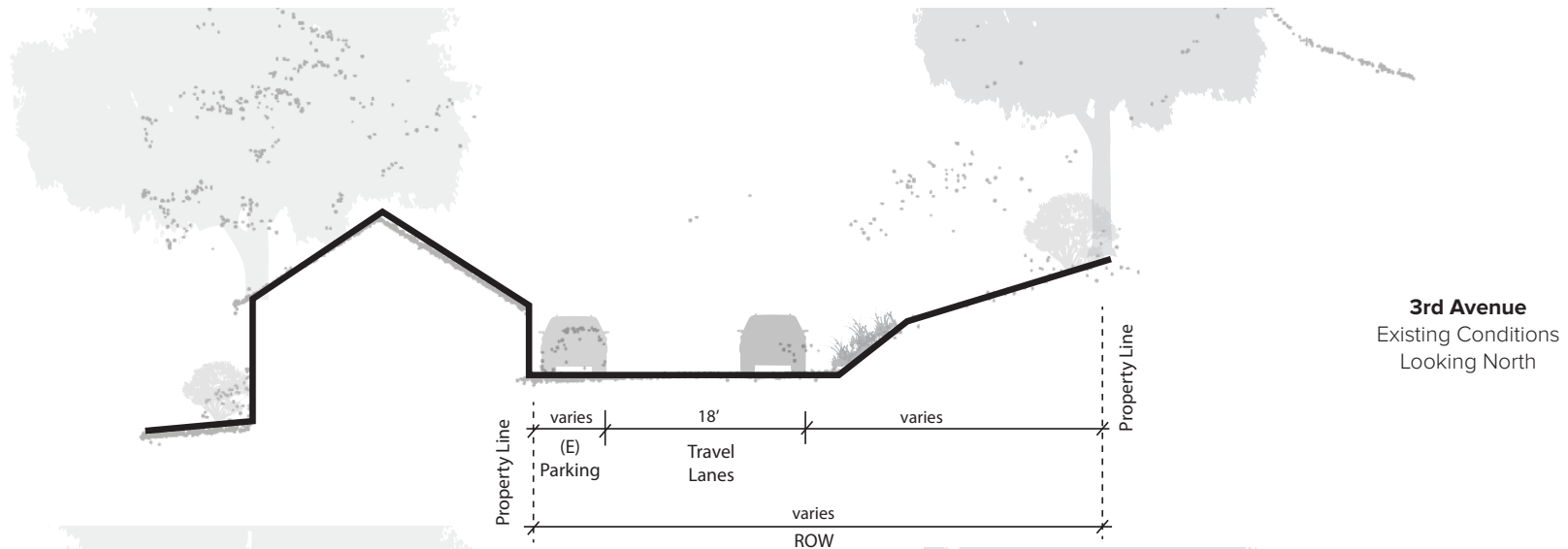
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Preliminary Sketches

August 2017



STAKEHOLDER EVALUATION MATERIALS

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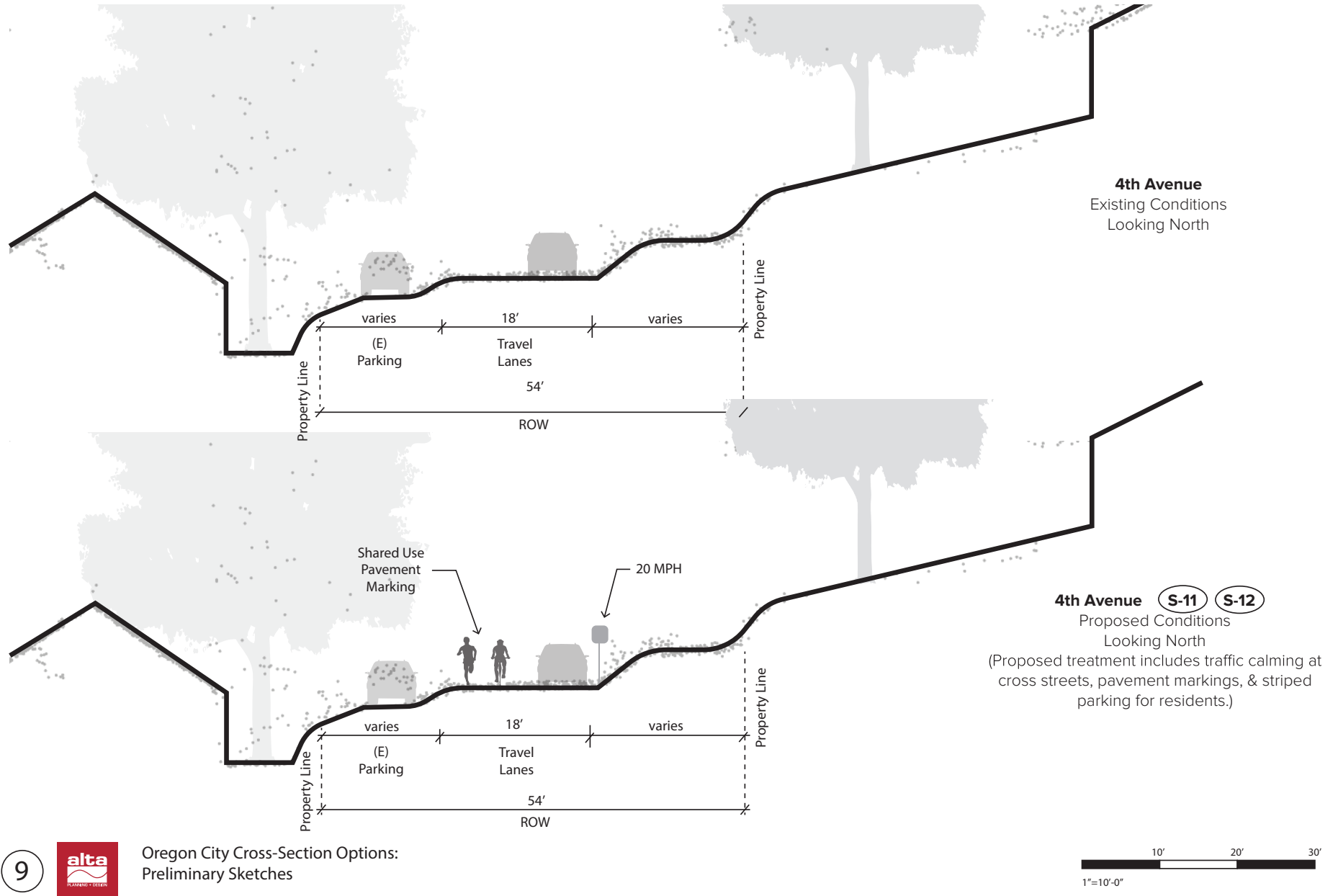
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Oregon City Cross-Section Options:
Preliminary Sketches

August 2017

Note: Information shown in these early evaluation materials may be different from the finalized information shown in the body of this report





APPENDIX 5 - PLANNING LEVEL COST ESTIMATES

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Segment Name	Notes	Fully Burdened Cost
ALIGNMENT - A		
BOARDWALK	Replace existing	\$2,500,000
ON STREET	Canemah and access points to 99E, includes signal at Jerome	\$371,175
PED BRIDGE	No improvement to existing bridge	\$0
WIDEN SIDEWALK	99E	\$3,169,110
TOTAL		\$6,040,285
ALIGNMENT - B		
ON STREET	Canemah	\$36,435
SEPARATED TRAIL	99E frontage between 2nd and Old Canemah Park Trail (includes crossing at 2nd)	\$1,687,999
WIDEN EXISTING TRAIL	Old Canemah Park Trail	\$245,490
WIDEN SIDEWALK TO TRAIL WIDTH	S. 2nd between Tumwater and 99E	\$119,700
TOTAL		\$2,089,624
ALIGNMENT - C		
ON STREET	Canemah and access point at 5th St, does not include signal at S 2nd St	\$45,465
SEPARATED TRAIL	Includes switchback ramp to Blanchard	\$450,198
WIDEN ROADWAY FOR SIDE PATH	Includes retaining wall, and minor excavation of basalt	\$2,110,023
TOTAL		\$2,605,686

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

On-Street Improvements - Canemah neighborhood					
Item Description	Unit	Quantity per mile	Unit Price	Total	Notes
Wayfinding Signs	EA	6	\$600.00	\$3,600.00	
Regulatory Signs	EA	4	\$350.00	\$1,400.00	Every 400' each direction
Pavement markings	EA	12	\$750.00	\$9,000.00	Every 200' each direction, thermoplastic bike with chevron
Stop signs	EA	4	\$150.00	\$600.00	
New speed limit signs	EA	5	\$150.00	\$750.00	
Median refuge island	EA		\$12,000.00	\$0.00	1 per mile
Painted curb extensions	LS	4	\$500.00	\$2,000.00	
Speed humps	EA		\$2,000.00	\$0.00	Every 800'
Curb Ramp Improvements	EA		\$2,500.00	\$0.00	Curb ramp upgrades at on 25% of intersections
Diverter	EA		\$8,000.00	\$0.00	Every 2 miles
Estimated Direct Cost				\$17,350.00	
Contingency	40%			\$6,940.00	
Engineering / Design	30%			\$5,205.00	
Construction / Overhead / Mobilization	25%			\$4,337.50	
Project Administration	15%			\$2,602.50	
Estimated Construction Costs (70% burden)				\$36,435.00	

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Shared Use Path - 2nd to the Old Canemah Trail segment					
Item Description	Unit	Qty	Unit Cost	Total	Notes
Clearing and Grubbing	SF	24026	\$0.35	\$8,409.00	shoulders + ac trail + conc trail
Excavation	CY	890	\$24.00	\$21,360.00	shoulders + ac trail + conc trail
Erosion Controls	LF	4600	\$2.50	\$11,500.00	both sides, length of project
Sedimentation Controls	LF	2300	\$7.15	\$16,445.00	hay bales, assume one side for planning
Grading	SY	2670	\$15.00	\$40,050.00	shoulders + ac trail + conc trail
Reinforcement at top of cliff	LF	200	\$166.50	\$33,300.00	
Crusher fine shoulders	CY	38	\$100.00	\$3,800.00	2) 2' wide
Concrete curb and gutter	LF	1015	\$35.00	\$35,525.00	
Asphalt path over aggregate base	SF	7775	\$9.00	\$69,975.00	10' wide, PGE to OCT
Concrete path over aggregate base	SF	15225	\$12.00	\$182,700.00	15' wide, no shoulders, 2nd to PGE
Protected trail crossing of 2nd	LS	1	\$110,000.00	\$110,000.00	
Mile markers	EA	0	\$350.00	\$0.00	
Landscape screening	SF	810	\$4.50	\$3,645.00	
Pole or guy wire relocation	LS	1	\$250,000.00	\$250,000.00	PGE said 20k - 500k
Tree planting	EA	32	\$350.00	\$11,200.00	assume 4 new trees for every 1 removed
Tree removal	EA	8	\$350.00	\$2,800.00	assume 16 per 1/4 mile
Bollards	EA	0	\$1,100.00	\$0.00	assume none
Wayfinding Signs	EA	4	\$600.00	\$2,400.00	
Regulatory and Warning Signs	EA	2	\$350.00	\$700.00	
Mechanical Seeding	SF	0	\$0.20	\$0.00	
Estimated Direct Cost				\$803,809.00	
Contingency	40%			\$321,523.60	
Engineering / Design	30%			\$241,142.70	
Construction / Overhead / Mobilization	25%			\$200,952.25	
Project Administration	15%			\$120,571.35	
Estimated Construction Costs (70% burden)				\$1,687,998.90	

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Widen Shared Use Path - Old Canemah Park					
Item Description	Unit	Qty	Unit Cost	Total	Notes
Clearing and Grubbing	SF	11790	\$0.35	\$4,127.00	shoulders + 5'ac
Excavation	CY	435	\$24.00	\$10,440.00	shoulders + 5'ac
Erosion Controls	LF	1310	\$2.50	\$3,275.00	both sides, length of project
Sedimentation Controls	LF	655	\$7.15	\$4,683.00	hay bales, assume one side for planning
Grading	SY	875	\$15.00	\$13,125.00	1 shoulder + 5' trail
Crusher fine shoulders	CY	64	\$100.00	\$6,400.00	2) 2' wide
Asphalt path over aggregate base	SF	6550	\$9.00	\$58,950.00	
Mile markers	EA	0	\$350.00	\$0.00	
Tree planting	EA	32	\$350.00	\$11,200.00	assume 4 new trees for every 1 removed
Tree removal	EA	8	\$350.00	\$2,800.00	assume 16 per 1/4 mile
Bollards	EA	0	\$1,100.00	\$0.00	assume none
Wayfinding Signs	EA	2	\$600.00	\$1,200.00	
Regulatory and Warning Signs	EA	2	\$350.00	\$700.00	
Mechanical Seeding	SF	0	\$0.20	\$0.00	
Estimated Direct Cost				\$116,900.00	
Contingency	40%			\$46,760.00	
Engineering / Design	30%			\$35,070.00	
Construction / Overhead / Mobilization	25%			\$29,225.00	
Project Administration	15%			\$17,535.00	
Estimated Construction Costs (70% burden)				\$245,490.00	

PLANNING-LEVEL COST ESTIMATES

Note: These planning-level costs were prepared for alignment alternative evaluation and comparison only.

Widen Sidewalks to 12' - Tumwater (VFW-2nd)					
Item Description	Unit	Qty	Unit Cost	Total	Notes
Saw cut and remove asphalt (8' width)	LF	375	\$15.00	\$5,625.00	(cost assumes widen path by 6' and 2' to form curb and gutter)
Remove concrete curb	LF	375	\$6.00	\$2,250.00	
Standard concrete curb (6")	LF	375	\$35.00	\$13,125.00	
Guard rail/barrier along curbline	LF		\$95.00	\$0.00	
Tumwater closure	LS	1	\$5,000.00	\$5,000.00	Striping and removable bollards
Restripe travel lanes	LF	375	\$3.00	\$1,125.00	
Striping removal	LF	375	\$1.00	\$375.00	
Concrete Path	SF	2250	\$12.00	\$27,000.00	6' widening Tumwater
Concrete Path	SF		\$12.00	\$0.00	7' widening, 2nd, 99E
Wayfinding Signs	EA	3	\$600.00	\$1,800.00	
Warning Signs	EA	2	\$350.00	\$700.00	(assume 2 warning signs per block)
Estimated Direct Cost				\$57,000.00	
Contingency	40%			\$22,800.00	
Engineering / Design	30%			\$17,100.00	
Construction / Overhead / Mobilization	25%			\$14,250.00	
Project Administration	15%			\$8,550.00	
Estimated Construction Costs (70% burden)				\$119,700.00	

XI.

ADVISORY GROUP MEETING NOTES & LETTER

McLoughlin-Canemah Trail Advisory Group




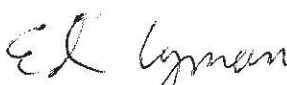


December 14, 2017


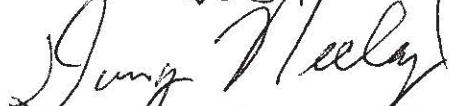
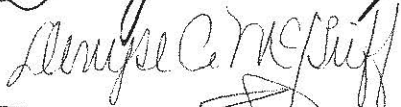



Dear Oregon City Planning and City Commissioners,

The McLoughlin-Canemah Trail Advisory Group held four meetings along with site visits during the trail planning process. The group's goal was to reach consensus for a trail alignment and design elements for the McLoughlin-Canemah Trail. Many ideas were considered and compromises were made. Each of the alignment alternatives had positive and negative aspects, making for a challenging decision. The Advisory Group strove to meet the goals set at the beginning of the process and to balance the various desires of the community.

By signing this letter, the members of the advisory group acknowledge and accept the decisions that were made at the Advisory Group meetings and urge the Planning and City Commissions to trust that there was a robust public process that led to the recommendations.

Sincerely,


 Mel Huie

 Dagna Webb

 P. Huie

 Ed Lynman

 Kristal Mance

 Laila Bayne


 Karin D. Money

 Jung Healy

 Louise C. McPuff

 D. O. Edwards

 Ben Decker

 Kim Nason



OREGON CITY

Community Development – Planning

221 Molalla Ave., Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #1

Date: July 11, 2017

Time: 6PM – 8PM

Place: First City Central Bistro – 1757 Washington Street (Amtrak Station)

Meeting Attendance: See attached attendance sheet.

Meeting Notes:

1. Introductions – Members introduced themselves, and project staff discussed the Project Purpose, Advisory Committee Purpose, and Group member expectations. All group members present signed the Member agreement with ground rules and expectations.
2. Project Goals: The group reviewed the draft goals and survey results. Discussion and comments included:
 - Most trail users will probably be walking, not biking.
 - Biking is difficult due to slopes and poor visibility.
 - Speeds downhill (like on Ganong) need to be controlled better.
 - Cars turning into Canemah from 99E can't see left or right down 3rd Ave.
 - Bikes are not currently permitted in Canemah Bluff natural area.
 - The MCT is a shared use path, meant to be for walking and biking. City standard is 10-12 feet wide and paved, but with the constraints of this area we might not be able to meet that standard for the full trail.
 - South End Rd and 99E are not safe for bikes, so eventually the Oregon City Loop trail will be the preferred bike route to go south, once it is built. At that time, we might see more use of this trail by people biking.
 - Highest crime concern is substance abuse.
 - People sleep in cars at Old Canemah Park parking lot sometimes
 - Where will trail users from outside the area park? Fear use of neighborhood for parking.
 - Can parking be expanded at Children's park or on 99E? People could walk to park from 99E.
 - Metro owns a lot south of the City limits on 99E – could that be an access alternative rather than parking in Canemah neighborhood?
Note: Metro does not have a Master Plan for the Canemah Bluff Natural Area yet. Parking areas and additional trailheads would be determined through a Master Planning process. Parking for Canemah Bluff natural area and Canemah Children's Park will not be a topic or goal of this trail project, but the project team will strive to craft some recommendations for parking in general that could address multiple sites.
 - Parking at VFW could even generate revenue, but timing is an issue. VFW needs the lot during certain times.
 - Tumwater Rd is dangerous, drivers try to beat the light and come in very quickly. Could it be closed off to cars? Additional parking for museum might be possible if it is closed.

ADVISORY GROUP MEETING NOTES AND LETTER

The group amended a few of the goals, but did not get through the entire list. They decided to move on to the next agenda topic and revisit goals later. Staff will send out the amended version to the group asking for further review over email in the weeks following the meeting.

3. Trail Alignment Alternatives: The group reviewed the draft alignments. Discussion and comments included:

VFW/Museum/S 2nd Area:

- Would like to see trail next to museum
- The City owns two homes between Tumwater and High Street. Could these properties be useful to ensure alignment is close enough to the museum?
- VFW driveway is steep and dangerous – poor visibility. Could you take 2nd ave from the Promenade to High Street instead?
- 4-way stop at High street is safer than Tumwater crossing.
- Is it possible to get a signal at High and S 2nd?
- Crossing S 2nd at 99E is possible but not comfortable.
- Could we consider the whole Promenade as part of the MCT and show the existing alignment on maps and signs?

Highway 99E:

- Air quality issues along 99E
- Traffic safety is a concern on 99E; fast speeds, no separation.
- People don't want to walk along 99E, but along the water is desirable. Could we make it more comfortable to walk along 99E?
- In ODOT right of way, if something is changed it has to be fully upgraded to ADA standards, which can be very expensive.
- If you want to put the trail behind buildings on 99E, future redevelopment would need to not turn its back on the trail.

Canemah Area:

- 5th avenue and South End Rd is a school bus stop
- From South End Rd, could you drop into Old Canemah Park upper trail?
- Property next to Coffee creek and Old Canemah park is for sale.

Alignment C was amended to come off the promenade from 2nd street to High Street, rather than on 1st Street, to avoid use of the stairs at 1st Street. An alignment alternative was added coming off South End Road and into the upper trail section of Old Canemah Park.

4. Next Steps

- Project staff will send link to alignment map, survey results, and amended draft goals out to group
- Next meeting is August 15 at the Library, same time.
- Greenway for a Day event is July 29. Members signed up to volunteer. Project staff will advertise event and send ample notice to neighbors along the greenway route. Project staff will send information to the group as soon as possible. The event also includes an Ivy Pull at Old Canemah Park, in partnership with the Parks Department and the Oregon City Parks Foundation.



OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #2

Date: August 15, 2017

Time: 6PM – 8PM

Place: Oregon City Library Community Room – 606 John Adams St, Oregon City, OR

Meeting Attendance: See attached attendance sheet.

MEETING NOTES

6:00 to 6:10PM *Introductions and Goals for the Meeting*

Kelly Reid, the City's project manager, described the goal for the meeting to reach consensus on a trail alignment.

6:10 to 6:25PM *Status Update and Greenway for a Day Recap*

The group discussed survey results and anecdotes from the Greenway Event. Approximately 75 people participated in the event. A summary of the event and results of the survey is attached to the meeting notes.

Kelly gave a brief explanation of the riverwalk project, including the pedestrian bridge and the Canemah connection. She said that due to the cost and challenges of building a bridge over the railroad, the Canemah Connection is a long term phase and would not likely be built in the near future.

6:20 to 7:45 PM *Trail Alignment Alternative Evaluation*

Christo Brehm from ALTA Planning + Design led a discussion about the alignment map, evaluation matrix, and cross sections. A summary of the discussion is below:

The group began with the S-01 through S-06 segments near the Museum, VFW, and S 2nd.

Kelly shared that the City's Transportation System Plan (TSP) includes a future project to add a signal at the current 4-way stop at High Street and S 2nd. The group agreed that High Street is currently the safest place to cross S 2nd, and will be even safer once a signal is installed. One member thought the 4-way stop is dangerous and perhaps the 99E crossing would be safer.

The intersection at Tumwater is seen as problematic. The group discussed a traffic circle and a Rapid Flash Beacon, but were concerned that those treatments would not be safe enough for a crossing.

The group discussed the VFW alignment (S-02) versus the High Street alignment (S-01) and were concerned that the High Street option does not offer direct access to the Museum. If S-01 is chosen, the group agreed that good signage could direct people toward the Museum. One member thought there was a speeding problem on High Street that should be addressed.

Some thought that the S-02 option was more attractive because of the direct access to the museum and more direct route, in addition to the better connection to the future riverwalk pedestrian bridge. The challenges with this option are the VFW driveway and the crossing at Tumwater.

The group then talked about the A segments. One member mentioned that A-01, the pedestrian bridge and stairs over 99E, is slippery when wet. The Boardwalk (A-02) would need a lot of repair. It is not currently wide enough and its structural condition is questionable. Many thought it was not family friendly.

The group reached consensus that the A alignment is not the preferred alignment. Some members wished to keep the A alignment as a loop option – not the main path, but a secondary path to create a walking loop. The group discussed that it could be upgraded at the time of future construction of the riverwalk Canemah connection, which will occur in the distant future.

The group then began discussing the B versus the C alignments.

Some members thought the options along 99E were unattractive. Even so, because the B alignment also passes through Old Canemah Park, the B option was seen as the most attractive path by some members. Old Canemah Park is considered the highlight of the trail for many. The survey results reflect this sentiment as well.

The group discussed the C options, noting that blasting would be required along South End Road to create enough width to add a pathway. The C-02 alignment into PGE property and upper Old Canemah Park was described as having very steep slopes. The group was more interested in the connection to 5th Avenue (C-04) and the unimproved right of way (C-05).

The constraints of C-05 were discussed, including the severe geotechnical hazards and landslide risk, and the current use of the area as extensions of neighbors' backyards, because it is unimproved and does not appear to be right of way. Christo said the project geotechnical engineer recommended against the C-05 alignment due to safety concerns. One member mentioned that a study was recently done for a new home in that area, and found little hazard risk. Christo and Kelly said they could investigate the slopes and landslide risks further, including asking the project geotechnical engineer for more input. Unfortunately, the C-5 alignment is probably inaccessible due to the steep slope and overgrown vegetation.

The group took a straw poll on B versus C alignments, and found almost equal support, with slightly more people in support of the B alignment.

The group agreed to come back to the third meeting with more information to determine the final alignment.

Kelly agreed to set up a time for a site visit to evaluate the C alignment, because the first site walk only included the A, B, and shared (S) alignments.

7:45 to 8:00PM

Next Steps

The next meeting is tentatively scheduled for September 12. Kelly will be in touch with the group to schedule the site visit and confirm the next meeting date.

UPCOMING EVENTS / IMPORTANT DATES

September 7	McLoughlin Neighborhood Association meeting
September 12	Meeting #3
September 14	Canemah Neighborhood Association meeting
September 26	Historic Review Board Meeting
October TBD	City Commission review of plan



OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #3

Date: September 21, 2017

Time: 5:30PM – 8PM

Place: Oregon City Library Community Room – 606 John Adams St, Oregon City, OR

MEETING NOTES

5:30 to 5:40 PM *Introductions and Goals for the Meeting*

Kelly Reid described the purpose of the meeting was to reach consensus on a trail alignment recommendation, and, if there is time, to identify other safety recommendations to make to the City Commission.

5:40 to 6:45 PM *Trail Alignment Alternative Evaluation*

Kelly Reid summarized the last meeting and gave a short summary of the Canemah and McLoughlin neighborhood association meetings she attended.

Mary Stewart from ALTA Planning and Design reviewed alignment alternatives B and C with the group. The group made comments on the alignments through a roundtable discussion. Comments included:

- The B alignment is more direct and includes Old Canemah Park, which is the highlight of the area
- PGE transmission poles and/or guy wires may need to be relocated in alignment B. There is greater impact to PGE property with alignment B.
- There are lots of large curb cuts on 99E – it would be nice to define and limit driveway width
- Jersey barriers on 99E would be ideal
- Stop signs at 3rd and Ganong would be nice, and we may want to consider 4th and Ganong as well due to visibility issues
- Stop signs and speed humps within Canemah will calm traffic and make the trail safer. However, stop signs and speed humps might be frustrating for neighbors who are used to not having to stop.
- Canemah could be signed as local access only from 99E
- Changing the location of the VFW driveway to 1st Street would be ideal and allow for two-way access. However, neighbors may oppose new traffic patterns on their street.
- The option going behind the development on 99E is great but it is long term and dependent on private redevelopment
- Crossing of S 2nd Street is concerning no matter where it happens, but especially at Tumwater

- Closing Tumwater Drive is desired
- There is too much noise from 99E traffic. Alignment C on South End Rd. seems like a more pleasant walk. However, walking on South End is not peaceful. Traffic is fast.
- Alignment C seems safer although it doesn't provide views and access to nature.
- A suggestion to use High Street to the B alignment to avoid the VFW driveway and Tumwater Drive (combining B and C alignments).
- The driveway to the Old Canemah Park parking lot is steep with low visibility and should be improved
- Both options would include tree removal – B in Old Canemah Park and C in 5th Ave right of way behind people's homes
- A suggestion to peel the trail off of South End road and connect with the upper tail in Old Canemah Park. However, slopes on the upper trail are near 30%.

During the discussion, more positive comments were made about alignment B, and more members expressed that they favored alignment B over alignment C. In light of that, Kelly asked the group to raise their hands if they could live with a recommendation of alignment B. All but one of the group members said they could do so, with the following caveats or improvements made along the alignment:

- Closure of Tumwater left turn from 99E
- Investigate moving VFW Driveway to 1st Street (one member opposed unless it is entrance or exit only)
- Safer crossing of S 2nd
- Safety barrier along 99E segment
- Safer Old Canemah Park driveway solution
- Traffic calming in Canemah*
- Wayfinding signage with minimal sign clutter

*Priorities for traffic calming in Canemah include reducing the speed limit to 20 MPH, using sharrows or other on-street markings, and using visual narrowing through on street markings. Traffic calming options that are lower priority, or which should be utilized if initial efforts do not suffice, include adding stop signs, speed humps, and delineating the on-street parking spaces with potential residential permit parking.

Mary shared a mockup sketch of an idea for a safe crossing of S 2nd at Tumwater that could be part of an option that included aligning the trail behind development on 99E. The short and medium term B alignment is along the frontage of 99E, but the long term alignment could be behind the development, as long as the future development does not 'turn its back' to the trail, creating security issues. A sketch of the crossing solution for S 2nd can be included in the trail plan as an appendix.

Kelly thanked the group for their time and effort and invited them to attend future City Commission meetings when the trail plan is up for adoption. Kelly will send a summary of the recommendation to the group in the next week, and will continue to provide updates to the group as the plan progresses.



OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Meeting: McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #4

Date: December 14th, 2017

Time: 5:30PM – 7:30PM

Place: Oregon City Library Community Room – 606 John Adams St, Oregon City, OR

MEETING NOTES

Introductions and Goals for the Meeting

Review of Draft Report and What We've Heard

Mary reviewed the three alignments considered and the current interim and long term alignments.

Discussion of additional recommendations and clarifications. Decisions/votes are underlined.

- VFW feedback: A new driveway from High Street is not necessarily desired. VFW representatives would rather see the existing driveway widened to accommodate the trail. Some members of the group thought the new driveway from High Street could be a good "plan B."
The Group agreed to keep the long term alignment on the existing VFW driveway and abandon the idea of relocating the vehicular access. Instead, the existing driveway should be widened.
- Tumwater area neighbors, including owners of Bud's Towing, Gerber Collision, Highland Stillhouse, and Falls View Tavern discussed issues with the long term alignment. They pointed out that there is an old road that is fairly flat at the base of the wall between their properties and High Street/South End Road. While the owners of Bud's Towing are not in favor of the trail shown as is, they would be supportive of a trail that was aligned along the very back of the property at the base of the wall. Adjoining property owners agreed. All the property owners also expressed support for the trail along 99E. Some members of the Advisory group felt strongly that the trail on 99E would not be ideal due to traffic conflicts and perceptions of safety from fast moving vehicles on 99E. Others felt that the plan should include the same interim and long term alignments on 99E and not consider the back edge of the property. A trail along 99E would provide less disturbance to the PGE and Gerber Collision properties, where a trail would otherwise be needed along the shared property line.
The Advisory Group voted (7-5) to recommend that the long term trail route remain flexible and be located either along 99E or along the back edge of the private properties.
The 5 "no" votes were for instead considering an alignment on 99E only. Further study is required to determine an appropriate route and design to reach the back edge of the properties.
The group talked about where it is best to cross South 2nd. If the long term trail ends up at 99E, does a crossing at Tumwater still make sense? Joe Marek, a transportation engineer with Clackamas County, suggested that a study is needed to better understand the feasibility of a crossing, and suggested that the group remain flexible regarding the South 2nd crossing location and recommend an engineering analysis to determine the best solution. The group agreed on this recommendation.
- Paul Edgar raised the issue of the interim trail crossing, pointing out that it could be safer to cross at High Street rather than 99E. In the long term, the TSP includes a signal at that intersection. The advisory group voted (5-3) to keep the interim alignment as shown on the current plan.

- The group agreed to include a recommendation for a long term connection to the riverwalk via the sidewalk on 99E and Jerome Street crossing in Canemah. The group also agreed that better speed control is needed on 99E, with some calling for reduced speed limits.
- The group agreed to recommend a parallel path next to Old Canemah Park driveway. Phil Lewis explained that a pathway could be routed through an existing public area without disturbing many trees, and allow people walking to avoid the narrow driveway into the parking lot.
- The group declined to recommend any additional trail connections, but recommends that the Parks and Recreation Advisory Committee review and update the trails master plan, which dates back to 2004. The PRAC can consider additional nature trails or connections in the area.
- Mel Huie from Metro pointed out that the MCT plan does not include Metro's property at Canemah Bluff and that pedestrians are welcome in the park, but bicycles and dogs are not permitted.
- Advisory Group members passed around and signed a letter acknowledging the public process and decisions made at Advisory Group meetings.

Next Steps and Implementation

- The group kept open the option of continuing to meet through future design and construction phases of the trail.
- Staff and consultants will update the report to reflect the decisions made at this meeting and will distribute to the group in January.
- Kelly Reid mentioned the upcoming meetings of the PRAC, TAC, and Planning Commission and encouraged members to write or testify at the Planning Commission meeting in February. Doug Neeley requested that staff give a presentation to the Natural Resources Committee as well.

UPCOMING EVENTS / IMPORTANT DATES

January 10 th	Natural Resources Committee
January 16 th	Transportation Advisory Committee
January 25 th	Parks and Rec Advisory Committee
February 12 th	Planning Commission
February 21 st	City Commission



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification
- ☐ Site Plan and Design Review

Type II (OCMC 17.50.030.B)

- ☐ Extension
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☐ Conditional Use
- ☒ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☒ Municipal Code Amendment
- ☐ Variance
- ☐ Zone Change

File Number(s): LE 17-02

Proposed Land Use or Activity: Adopt McLoughlin-Canemah Trail Plan
Amend Comp Plan (TSP) (Parks & Trails)

Project Name: McLoughlin Canemah Trail Plan Number of Lots Proposed (If Applicable): _____

Physical Address of Site: N/A

Clackamas County Map and Tax Lot Number(s): N/A

Applicant(s):

Applicant(s) Signature: [Signature]

Applicant(s) Name Printed: City of Oregon City Date: 10/10/17

Mailing Address: PO Box 3040 Oregon City 97045

Phone: _____ Fax: _____ Email: _____

Property Owner(s):

Property Owner(s) Signature: SAME AS ABOVE

Property Owner(s) Name Printed: City of Oregon City Date: _____

Mailing Address: PO Box 3040

Phone: _____ Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

Legislative File LE 17-02
McLoughlin-Canemah Trail Plan Adoption
Narrative and Responses to Review Criteria

Proposed Project

The proposal is to update and amend the Oregon City Transportation System Plan (2013), the Parks Master Plan, and Trails Master Plan by adopting the McLoughlin-Canemah Trail Plan. These plans are Ancillary Documents to the Oregon City Comprehensive Plan.

According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

Project Goals and Objectives

In 2016, the City of Oregon City, in partnership with the Oregon City Trail Alliance, the McLoughlin Neighborhood Association, and the Clackamas County Historical Society, was granted a Nature in Neighborhoods grant of \$25,000 to fund a planning effort for the McLoughlin-Canemah Trail (MCT), a segment of the larger Oregon City Loop Trail. The objective of the grant-funded trail plan project was to determine an alignment for a permanent trail, and to identify an interim trail alignment and safety upgrades. While each entity had its own priorities and reasons for supporting the project, the overall objectives were to create a safer pedestrian and bicycle route between the two neighborhoods, connecting city amenities along the way.

Goals for this trail were developed based on the results of a survey taken by the project’s Community Advisory Group members, and from conversations with group members and city staff. The Community Advisory Group approved the goals after its first meeting in July 2017. These goals were used to develop the trail alternatives and to evaluate the alternatives against each other. Goals are listed below.

MCLOUGHLIN-CANEMAH TRAIL GOALS:

- Provide an attractive route of travel for people walking and biking between the McLoughlin Promenade and Canemah Children’s Park that connects residential areas, parks, and businesses.
- Strive to provide facilities that serve all ages and abilities, including people with disabilities or mobility limitations
- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.

- Provide a trail design that is context-sensitive, particularly to the Canemah National Register Historic District, McLoughlin Promenade, and the McLoughlin Conservation District.
- Provide experiences and views of Willamette Falls
- Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor
- Discourage criminal activity and provide a secure environment for all users
- Responsibly utilize public funds to provide a high-quality trail experience both now and into the future
- Avoid use of private property in the Canemah National Register Historic District.

Relevant Projects and Plans

The City of Oregon City adopted a [Trails Master Plan](#) in 2004. That plan identified dozens of planned and proposed trails to create a trail network throughout the City. The Oregon City Loop Trail was identified as a regional trail within the Master Plan. As a regional trail, the Oregon City Loop Trail was envisioned as a wide shared use path to serve people walking and bicycling, people in wheelchairs and in some cases, equestrians. In the Master Plan, the McLoughlin-Canemah Trail was also identified as a shared use path and links the Loop Trail to trails in the downtown area. The City is currently working to update the Loop Trail to include all the connections, so that the MCT is officially considered part of the Loop Trail.

In 2014, the City conducted an analysis identifying gaps in the sidewalk and trail network between the Promenade and the Canemah Children's Park. This internal work set the stage for the public planning process for the MCT.

The concept design for the Willamette Falls riverwalk, which will provide public access to Willamette Falls from downtown Oregon City, was finalized in June 2017. The riverwalk includes a pedestrian bridge from the old Blue Heron Mill site up to the McLoughlin Promenade. While the concept plan leaves open a few options for the exact location of that pedestrian bridge, it will be located near the VFW building on the bluff. Adopted plans show the MCT connecting to the Promenade and the pedestrian bridge.

The Oregon City [Transportation System Plan](#), adopted in 2013, includes two shared use paths and family friendly routes within the MCT corridor, along with crossing improvements that could be part of the trail. The following TSP Projects are within the vicinity of the MCT.

Table. 1 TSP Projects within the vicinity of the McLoughlin-Canemah Trail

Project Number	Project Name	Project Extent	Description	Priority
S36	Tumwater-4th Shared-Use Path	Tumwater Drive to 4th Avenue	Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2 nd intersection	Long-term

S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Avenue to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street	Long-term Phase 2
C36	Pedestrian Crossing at Jerome St and 99E	OR 99E/Jerome Street	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5th Avenue, Blanchard Street, 4th Avenue, Ganong Street and 3rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2 nd Family Friendly Route	Waterboard Park to Tumwater-4th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2nd Street and Waterboard Park Road	Long-term Phase 4

Regional plans that include the MCT and/or the Oregon City Loop Trail include the Metro [Regional Transportation Plan](#) and [Regional Trails Plan](#).

Public Involvement and Public Comment

The McLoughlin-Canemah Trail will pass through an urban area with many neighbors and stakeholders. These include:

- VFW – The VFW operates out of a building on the bluff where the McLoughlin Promenade currently ends.
- Clackamas County Historical Society - CCHS operates the Museum of the Oregon Territory, which sits at the end of the Promenade next to the VFW and is an important destination along the future trail.
- McLoughlin and Canemah Neighborhoods – McLoughlin and Canemah both boast active neighborhood associations. McLoughlin encompasses the historic Promenade and is the location of some of Oregon City's oldest homes. Canemah encompasses the Canemah National Register Historic District, Old Canemah Park, Canemah Children's Park, and the Canemah Bluff Natural Area.

- Oregon City Trail Alliance – OCTA is a nonprofit advocacy organization whose purpose is to support a strong network of walking and biking trails to support active transportation and health in the community.
- Oregon City Parks Foundation – The Oregon City Parks Foundation is a nonprofit formed to support maintenance and enhancement of Oregon City’s parks and trails.
- Local Businesses – Local businesses in the trail corridor are located along 99E and include the Highland Stillhouse, Falls View Tavern, Bud’s Towing, and Gerber Collision.
- Local residents and property owners – Local residents in the area are potential future trail users and will be affected by the trail alignment and design.
- City Committees – The City’s standing committees for Historic Review, Natural Resources, Parks and Recreation, Transportation, and Citizen Involvement all have an interest in various facets of the trail plan.
- Downtown Oregon City Association – DOCA is the stakeholder-steward of Downtown Oregon City, and aims to stimulate economic vitality and investment in the downtown and in Oregon City. DOCA sees trails and nature as an important part of the economic vitality of Oregon City.

Public Engagement Process

The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 16 member Community Advisory Group’s purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment.

The advisory group began its work with a site walk on June 27, 2017. The group began at the VFW and crossed S 2nd St, walked along 99E, behind the PGE substation, and into Old Canemah Park, taking 4th avenue to the Canemah Children’s Park. They returned to the VFW using the Canemah staircase, 3rd Avenue, crossing 99E, and walking on the 99E Boardwalk to the light at S 2nd St. Along the way, the group stopped to discuss the opportunities and challenges of various trail options.

Advisory Group Meetings

Over the course of three meetings, the Community Advisory Group crafted project goals, reviewed community input, evaluated various trail alignments, and arrived at consensus for a preferred trail alignment recommendation. Meeting notes are included in the Appendices of this report.

Greenway for a Day

To gather input from residents and other future trail users, the project team organized a temporary trail event called Greenway for a Day on Saturday, July 29. The event invited citizens to experience existing conditions within the McLoughlin-Canemah Trail project corridor, to walk one of the trail alignment alternatives, and to provide comments about their experience and preferences.

Participants traveled from the Museum of the Oregon Territory to Canemah Children's Park, following the one-mile temporarily marked trail alignment. The event attracted approximately 70-80 participants over the four-hour event.

Stations were set up at the Museum of the Oregon Territory and Canemah Children's Park with surveys, games, refreshments, maps of the alignment alternatives, and design toolbox boards showing a range of design strategies that could be employed within the trail corridor. The project team received 56 survey responses.

By far, the most common response for the best part of the trail experience was Old Canemah Park. People liked the access to nature and the view of Willamette Falls from the heavily wooded park. A frequent response to the least favorite part of the experience was the portion along 99E. Some comments mentioned the existing gravel path, others mentioned the traffic, and others mentioned concern for safety of that segment.

Participants pointed out that there is currently not a safe and reasonable route for riding a bicycle between the Canemah Historic District/Children's Park and the Museum of the Oregon Territory area. This is a critical need especially as more families who want to commute to downtown Oregon City move to the neighborhood. The steep grades on Ganong Street between 3rd and 4th are challenging for cyclists and McLoughlin Blvd is unsafe in its current condition. South End Road potentially offers the best route for cyclists but only if width could be increased, traffic calmed, and travel speeds significantly decreased to provide safe facilities for cycling.

Many participants mentioned a need for traffic calming for sections where people walking and biking would share the roadway with vehicles. Many felt uncomfortable walking adjacent to McLoughlin Blvd without any kind of protection or buffer.

Participants mentioned that there is a general need for trail and park wayfinding in Oregon City and that wayfinding for this project (with its many alignment jogs) will need special consideration. Specifically, people noted that a sign would be needed at Ganong Street to direct users to 4th Street to avoid the stairway on 3rd Street. The stairway entrance should also be better defined, if it is to be part of the trail alignment.

Proposed Trail Alignment

Three trail alignments were considered by the Community Advisory Group. The group's recommendation includes an interim and long term permanent trail alignment. See attached application materials for complete trail maps and alignments.

INTERIM ALIGNMENT RECOMMENDATION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd Street to High Street. From there, the trail turns onto S. 2nd Street and continues west to McLoughlin Blvd/Hwy 99E, or users may cross at High Street and walk along the south side of S. 2nd Street. Using the exiting traffic signal crossing, the trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

From the PGE entrance, the Interim and Permanent trail recommended alignments are identical. The trail connects between the PGE substation and McLoughlin Blvd/Hwy 99E, enters Old Canemah Park, and connects to the Canemah National Register District neighborhood.

The route through the neighborhood follows Marshall Street and 3rd Avenue west/southwest , turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children’s Park.

DESIGN ASSUMPTIONS – INTERIM TRAIL

- Wayfinding and shared use signage and pavement markings between 2nd Street and McLoughlin Blvd
- Widen trail through Old Canemah Park
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Reinforcement at top of basalt cliff along McLoughlin Blvd

PERMANENT TRAIL ALIGNMENT RECOMMENDATION

The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway. From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest on Tumwater Drive through re-developed parcels, turning toward McLoughlin Blvd/Hwy 99E just north of the Portland General Electric (PGE) substation property.

From the PGE entrance, the Interim and Permanent trail recommended alignments are identical. The trail connects between the PGE substation and McLoughlin Blvd/Hwy 99E, enters Old Canemah Park, and connects to the Canemah National Register District neighborhood.

The route through the neighborhood follows Marshall Street and 3rd Avenue west/southwest , turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children’s Park.

DESIGN ASSUMPTIONS – PERMANENT TRAIL

- New automobile connection to/from VFW via 1st Street allows dedicated ped-bike connection to Tumwater Dr. Left turn from McLoughlin Blvd/Hwy 99E onto Tumwater is permanently closed.
- Widen sidewalk to shared use path width along Tumwater Dr
- Intersection crossing at S 2nd Ave and Tumwater Drive re-designed for safety
- Re-development of parcels between McLoughlin Blvd and Tumwater Dr south/southwest of S. 2nd Avenue.
- Widen trail through Old Canemah Park
- Traffic calming, signs, and pavement markings for shared Family Friendly Street on 3rd Ave, Ganong St, and 4th Ave.
- Cost estimate includes reinforcement at top of basalt cliff.

DECISION-MAKING CRITERIA:

Oregon City Comprehensive Plan

According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments

through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

As an ancillary plan, the Transportation System Master Plan requires findings for consistency with applicable Comprehensive Plan Goals and Policies and also with Statewide Planning Goals. These findings are presented below.

Consistency with Oregon City Comprehensive Plan

Chapter O of the 2004 Oregon City Comprehensive Plan, Comprehensive Plan Maintenance and Update, contains criteria for approving changes to the comprehensive plan and plan map. Review of the comprehensive plan should consider:

1. Plan implementation process.
2. Adequacy of the Plan to guide land use actions, including an examination of trends.
3. Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.
4. Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.

Chapter O. Comprehensive Plan Maintenance and Update

Regular Review and Update. Another method of Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

- ***Plan implementation process;***

Finding: The McLoughlin-Canemah Trail Plan is a special purpose plan that is part of the City’s Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, Oregon City Public Works Department, has presented the update for input by the residents, affected agencies, property owners, the Parks and Recreation Advisory Committee, the Historic Review Board, Transportation Advisory Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

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

Finding: The McLoughlin-Canemah Trail Plan provides an analysis of existing conditions and provides direction for future development, funding and needs. A review of the Natural Resources Overlay District and reconnaissance level wetlands review has shown that the trail may impact regulated natural resources and will be required to follow permitting requirements.

- ***Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.***

Finding: The McLoughlin-Canemah Trail Plan was created through a robust public engagement process in order to reflect community needs, desires, attitudes, and conditions.

- **Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.**

Finding: The McLoughlin-Canemah Trail Plan includes an analysis of existing conditions including reconnaissance of natural resources and slopes.

Consistency with Oregon City Comprehensive Plan Goals and Policies

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Goal 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: The City brought together a Community Advisory Group for the trail planning process that included many of the stakeholders and partners listed above. The 16 member Community Advisory Group's purpose was to guide the process to establish project goals, evaluate alternatives, and provide a recommendation to the City Commission for the final trail alignment. The City also hosted Greenway for a Day to engage the larger community, and held an online survey available to all. The event was advertised to all residents and property owners in the vicinity of the trail, and was covered in the local media.

Letters were mailed to property owners along the potential trail routes three times during the process: at the beginning of the process, for the Greenway event, and as part of the land use notice requirements.

Section 2: Land Use

Goal 2.1 Efficient Use of Land

Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development

Finding: No change to land uses are proposed. The trail aims to connect residents to commercial areas.

Section 5: Natural Resources

Goal 5.4 Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to

sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policy 5.4.1 - Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.

Policy 5.4.2 - Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources within the Urban Growth Boundary and incorporate the information into the Urban Growth Management Agreement with Clackamas County.

Policy 5.4.4- Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.

Policy 5.4.8 - Conserve natural resources that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.

Policy 5.4.9 - Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.

Policy 5.4.12 - Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.

Finding: The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources.

Section 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality -Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: The trail plan included an analysis and on-the-ground reconnaissance of natural resources. Areas with wetlands and streams were considered in the alternatives, but ultimately ruled out. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

Serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

- *Transportation infrastructure*

Policy 11.1.2

Provide public facilities and services consistent with the goals, policies and implementing measures of the Comprehensive Plan, if feasible.

Policy 11.1.5

Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Policy 11.1.7

Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

Finding: The trail plan is a refinement of several projects found in the City's adopted Transportation System Plan. The plan includes prioritization and cost estimates for trail elements.

Goal 11.6 Transportation Infrastructure

Optimize the City's investment in transportation infrastructure.

Policy 11.6.1

Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.

Finding: The McLoughlin-Canemah Trail Plan includes solutions to create a safer and more connected environment for walking and biking. It includes shared-use paths, family-friendly facilities, and crossings. It will better connect residential areas to the regional center by connecting with the McLoughlin Promenade, which allows direct access to downtown via the elevator.

Section 12: Transportation**Goal 12.1 Land Use-Transportation Connection**

Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.1 - Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Finding: The trail will create a safer walking environment in Canemah and will add pedestrian facilities where they are lacking. It will also better connect residential areas in Canemah and McLoughlin to the regional center by connecting with the McLoughlin Promenade, which allows direct access to downtown via the elevator.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.

Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.

Policy 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.

Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.

Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.

Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.

Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.

Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: The McLoughlin-Canemah Trail Plan provides opportunities to facilitate increased travel opportunities for, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The trail connects important destinations (parks, schools, residences, and employment) with multiple modal options.

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1 -Identify improvements that are needed to increase the safety of the transportation system for all users.

Policy 12.5.2 -Identify and implement ways to minimize conflict points between different modes of travel.

Policy 12.5.3 -Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing.

Goal 12.7 Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing. The trail will give local residents more choices about how they travel, which can alleviate traffic by reducing vehicle trips.

Goal 12.8 Implementation/Funding

Identify and implement needed transportation system improvements using available funding.

Policy 12.8.1 - Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.

Finding: The proposed projects in the corridor plan will maximize the efficiency of the transportation system by providing multi-modal connectivity throughout the corridor and the surrounding areas. By combining several projects into a more detailed analysis and study, the plan, when adopted, leverages developer requirements, grant funds and local funds for more comprehensive and planned projects.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. Development of the plan included an extensive public involvement effort. Oregon City has presented the project to the public at a series of meetings including the Parks and Rec advisory Committee, Transportation Advisory Committee, Neighborhood Associations, Historic Review Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

STATEWIDE PLANNING GOAL 2:

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the plan is an ancillary document to the City's Transportation System Plan and Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 5:

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: This goal is implemented through the applicable Goals and Policies in Section 5 of the Oregon City Comprehensive Plan: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Oregon City Municipal Code contains review criteria for uses within overlay districts to assure that designated Goal 5 resources are appropriately considered when development is proposed. In particular, the Natural Resource Overlay District designation: "provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. Trails, paths, and roads are permitted either outright or with restrictions in the Natural Resource Overlay District as identified in OCMC 17.49.150 as part of a Type II or Type III review process.

Individual construction projects to implement the McLoughlin-Canemah Trail Plan will be reviewed through the land use process pursuant to the above resource protection guidelines.

STATEWIDE PLANNING GOAL 6:

To maintain and improve the quality of the air, water and land resources of the state.

Finding: This goal is implemented through the applicable Goals and Policies in Section 6 of the Oregon City Comprehensive Plan: Quality of Air, Water and Land Resources. By planning system improvements based on projected demand and land use patterns, the plan will ensure that land suited for development will be served efficiently.

The improvements recommended in the plan will result in less pollution by providing a safe opportunity for pedestrian and bicycle travel.

STATEWIDE PLANNING GOAL 11:

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated in Section 11, the transportation infrastructure in Oregon City is governed by the Oregon City Transportation System Plan (Oregon City TSP). The relevant Public Facilities goals and policies and findings are discussed in greater detail above.

STATEWIDE PLANNING GOAL 12:

To provide and encourage a safe, convenient and economic transportation system.

Finding: This goal is implemented at the local level through the applicable Goals and Policies in the updated TSP, Section 2 (The Vision). This goal is also implemented at the state level through the Transportation Planning Rule (TPR), OAR 660-012. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing

STATEWIDE PLANNING GOAL 13: To conserve energy.

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Finding: This goal is implemented through the applicable Goals and Policies in Section 13 of the Oregon City Comprehensive Plan: Energy Conservation. The multimodal transportation system and improvements proposed will support efficient use of land and encourage walking and biking by providing a cohesive transportation system for a variety of modes.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for city transportation system planning are provided below.

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing intersections. It is designed to be as flat as possible to be accessible to people in wheelchairs and pushing strollers.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing. The trail will give local residents more choices about how they travel, which can alleviate traffic by reducing vehicle trips.

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing intersections. It is designed to be as flat as possible to be accessible to people in wheelchairs and pushing strollers.

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Finding: The City worked with ODOT throughout the process. ODOT was represented on the community advisory group. Clackamas County was consulted during the process as well, and provided comments to the City.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Finding: Development of the plan included an extensive public involvement effort. Oregon City has presented the project to the public at a series of meetings including the Parks and Rec advisory Committee, Transportation Advisory Committee, Neighborhood Associations, Historic Review Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

POLICY 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding: The planning process was advertised to all neighbors equally and meetings were held in accessible locations at convenient times. The plan will be reviewed through the Legislative approval process.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Oregon City TSP are addressed below.

Policy 1G *(Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.*

Finding: The McLoughlin-Canemah Trail Plan will improve both safety and efficiency of the corridor by addressing the needs of alternative transportation users with paths, sidewalks and bicycle lanes and construction of intersection improvements

Policy 2F *(Traffic Safety) improves the safety of the highway system.*

Finding: The McLoughlin-Canemah Trail Plan is aligned along state highway 99E. It includes improvements for bicycles and pedestrian along that segment of 99E which currently lacks facilities.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Complies. The McLoughlin-Canemah Trail Plan is in compliance with the TPR through its improvement of non-vehicular travel options. No traffic studies are required.

Regional Transportation Plan

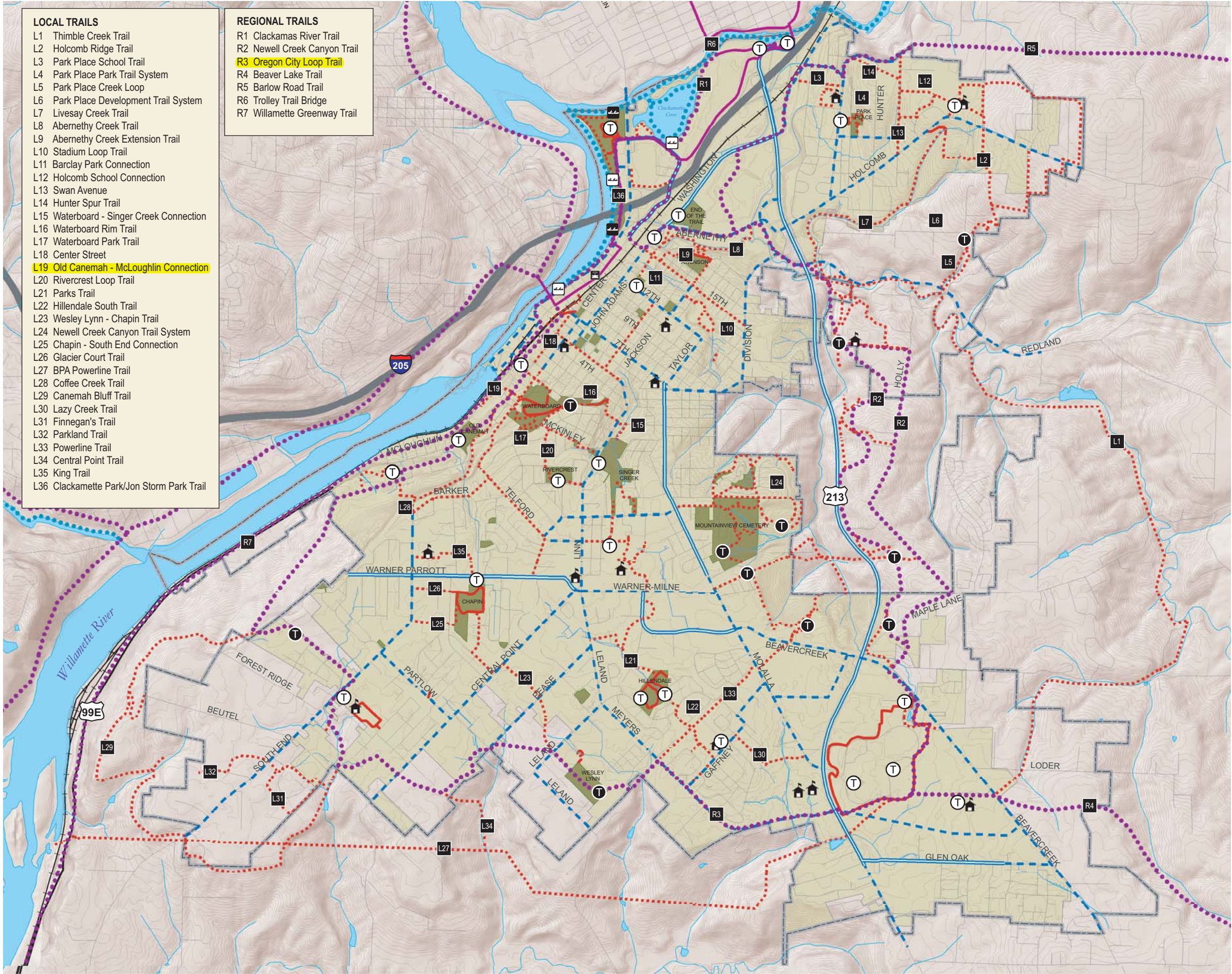
The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

Finding: The McLoughlin-Canemah Trail Plan has identified projects listed in the TSP. The TSP is consistent with the RTFP.

Transportation System Plan

Finding: The Transportation System Plan was used as the source to identify the improvement projects recommended in the McLoughlin-Canemah Trail Plan.

The McLoughlin-Canemah Trail Plan affects several projects identified in the 2013 TSP as shown in the attached materials. Projects have been added and modified to reflect the refined trail alignment.



- LOCAL TRAILS**
- L1 Thimble Creek Trail
 - L2 Holcomb Ridge Trail
 - L3 Park Place School Trail
 - L4 Park Place Park Trail System
 - L5 Park Place Creek Loop
 - L6 Park Place Development Trail System
 - L7 Livesay Creek Trail
 - L8 Abernethy Creek Trail
 - L9 Abernethy Creek Extension Trail
 - L10 Stadium Loop Trail
 - L11 Barclay Park Connection
 - L12 Holcomb School Connection
 - L13 Swan Avenue
 - L14 Hunter Spur Trail
 - L15 Waterboard - Singer Creek Connection
 - L16 Waterboard Rim Trail
 - L17 Waterboard Park Trail
 - L18 Center Street
 - L19 Old Canemah - McLoughlin Connection
 - L20 Rivercrest Loop Trail
 - L21 Parks Trail
 - L22 Hillendale South Trail
 - L23 Wesley Lynn - Chapin Trail
 - L24 Newell Creek Canyon Trail System
 - L25 Chapin - South End Connection
 - L26 Glacier Court Trail
 - L27 BPA Powerline Trail
 - L28 Coffee Creek Trail
 - L29 Canemah Bluff Trail
 - L30 Lazy Creek Trail
 - L31 Finnegan's Trail
 - L32 Parkland Trail
 - L33 Powerline Trail
 - L34 Central Point Trail
 - L35 King Trail
 - L36 Clackamette Park/Jon Storm Park Trail

- REGIONAL TRAILS**
- R1 Clackamas River Trail
 - R2 Newell Creek Canyon Trail
 - R3 Oregon City Loop Trail
 - R4 Beaver Lake Trail
 - R5 Barlow Road Trail
 - R6 Trolley Trail Bridge
 - R7 Willamette Greenway Trail

Oregon City Conceptual Trails Map

Existing and Proposed Trails

LEGEND

METRO REGIONAL TRAILS

- EXISTING TRAIL
- PROPOSED TRAIL
- PROPOSED RIVER TRAIL

EXISTING AND PROPOSED TRAILS

- EXISTING COMMUNITY TRAIL
- PROPOSED COMMUNITY TRAIL
- EXISTING LOCAL TRAIL
- PROPOSED LOCAL TRAIL

TRAILHEADS

- EXISTING BOAT LAUNCH
- PROPOSED BOAT LAUNCH
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD

URBAN GROWTH BOUNDARY

OREGON CITY LIMITS

PARKS

SCHOOLS

TRANSIT CENTER

0 0.5 1 Miles

Trails Master Plan and Parks Master Plan Amendments Related to McLoughlin-Canemah Trail

- 1. Adopt McLoughlin- Canemah Trail Plan Report as Ancillary document to the Trails Master Plan
- 2. Add project to Parks Master Plan to modify or expand the existing driveway to Promenade parking lot (next to VFW) for pedestrian and bike use
- 3. Add project to parks Master Plan to connect Promenade to 2nd Street with paved walking path
- 4. Amend Trails Master Plan Project List:

ID	Trail	From - To	Type	Description	Adopted Plans	In Water Quality Resource Zone?	Acquisition/Easement	Right-of-Way improvement	Other	Crossings	Length (miles)	Ease of Implemen tation	Lead Responsibility	Priority	Trail Costs
L19	Old Canemah- McLoughlin Connection <u>McLoughlin- Canemah Trail</u>	Old Canemah Park to Tumwater Promenade to Canemah Children's Park	Paved Trail, sidewalk, <u>on-street</u>	An on-street paved trail would extend through <u>the Canemah neighborhood to a paved trail through</u> Old Canemah Park to the PGE substation. <u>The shared used path would continue across S 2nd to the VFW and Promenade, and connect to McLoughlin Blvd. Sidewalks would provide facilities to High Street, where trail users would meet up with the Regional Trail.</u>	<u>McLough lin- Canemah Trail Plan</u>	Yes	Easements needed to cross PGE property to McLoughlin Blvd. <u>Acquisition or dedication of private property between PGE and S 2nd St.</u>	Sidewalks on McLoughlin, Tumwater, and S. 2nd St. <u>Shared street markings and traffic calming within Canemah</u>		Type I at High <u>Type 3 at S. 2nd St.</u>	0.31 <u>0.95</u>	Moderate	Oregon City Parks and Recreation, Oregon City Public Works	2	\$60,361 <u>\$2,100,124</u>
R3	Oregon City Loop Trail	Beavercreek Rd. - Hwy. 213 (excludes Newell Creek Canyon Trail section) <u>to Willamette Greenway Trail</u>	Shared Use path, on-street, boardwalk	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along powerline right-of-way, and down the bluff to link up with the Promenade <u>and riverwalk</u> in downtown Oregon City. <u>Includes multiple TSP projects and the McLoughlin- Canemah Trail.</u>	Metro Regional Transpor tation Plan, <u>McLough lin- Canemah Trail Plan</u>	Yes, more than 50%	New development, easements on Canemah Bluff	High St., Central Point Rd., Meyers Rd., Beavercreek Rd., Redland Rd., Abernethy Rd., 15th St, <u>streets in Canemah, Tumwater Dr.-</u>	Boardwalk from Meyers to Frontier Parkway	Type I, Type II, <u>Type III</u>	9.5 <u>11.2</u>	Difficult	Oregon City, Clackamas County, Metro	1	\$2,469,331

Transportation System Plan Project Amendments related to the McLoughlin-Canemah Trail Plan

Project Number	Project Name	Project Extent	Description	Priority	Cost Estimate	Likely to be Funded
S36	Tumwater-4th Shared-Use Path	Tumwater Drive to 4th Avenue	Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2 nd intersection, <u>as described in McLoughlin-Canemah Trail Plan. Includes interim trail improvements to South 2nd St. and 99E frontage.</u>	Long-term <u>Short Term</u>	\$590,000 <u>\$1,702,000</u>	Yes
B57	Center/ <u>High</u> Street Shared Roadway	Clinton Street to 5 th Street	Add wayfinding and shared lane markings <u>on Center Street and on a segment of High Street between 2nd St and S 2nd St.</u>	Long-Term Phase 3 <u>Short Term</u>	\$18,500 <u>\$22,200</u>	No <u>Yes</u>
<u>D96</u>	<u>Tumwater Drive turn closure</u>	<u>99E/Tumwater Drive</u>	<u>Close the left turn from 99E onto Tumwater Drive.</u>	<u>Short Term</u>	<u>\$10,000</u>	<u>Yes</u>
<u>C37</u>	<u>Pedestrian/Bike Crossing of South 2nd St</u>	<u>South 2nd St between High Street and 99E</u>	<u>Improve safety of crossing; may include refuge island and pedestrian activated flasher. Traffic study to determine best location for crossing.</u>	<u>Long Term</u>	<u>\$231,000</u>	<u>No</u>
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road <u>Throughout Canemah Historic District</u>	This site is located within the Canemah National Register District. Add wayfinding, traffic calming, and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. <u>on Route via 5th Avenue, Blanchard-Miller Street, 4th Avenue, Ganong Street and 3rd Avenue</u>	Long-term Phase 4 <u>Short Term</u>	\$595,000 <u>\$50,000</u>	Yes
FF22	Tumwater- South 2nd Family Friendly Route	Waterboard Park to Tumwater-4th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via <u>VFW parking lot and</u> Tumwater Drive, South 2nd Street and Waterboard Park Road	Long-term Phase 4	\$117,000 <u>\$110,000</u>	No
<u>FF34</u>	<u>Waterboard Park Family Friendly Route</u>	<u>Tumwater Dr to Waterboard Park</u>	<u>Add sidewalks, wayfinding, and shared lane markings. Route via South 2nd Street and Waterboard Park Road</u>	<u>Long Term</u> <u>Phase 4</u>	<u>\$20,000</u>	<u>No</u>

Notes:

Project D96 and C37 are new projects that reflect the refined trail plan.

Project D96 will be a joint effort with ODOT. ODOT has completed an evaluation on Tumwater Drive left turn and recommends closure.

Project FF34 is a new project resulting from the separation of the Waterboard Park segment of Project FF22.

The High Street segment of Project B57 is planned to be completed in conjunction with planned resurfacing of the street in 2018.

Cost estimates are based on planning-level cost estimates from 2017 from ALTA Planning + Design.

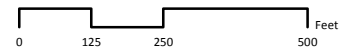
TSP Project S36 Amendment

Tumwater-4th Shared-Use Path

Add a shared-use path through Old Canemah Park connecting 4th Avenue to the Tumwater/South 2nd intersection, as described in McLoughlin-Canemah Trail Plan. Includes interim trail improvements to South 2nd St and 99E frontage

Legend

- Revised trail alignment options
- Original alignment



City of Oregon City
P.O. Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.orcity.org



Date: 1/11/2018; Map: S36 - 8.5x11L.mxd
Plot: S36 - 8.5x11L - 20180111.pdf





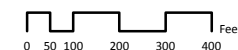
TSP Project B57 Amendment

Center/High St Shared Roadway

Add wayfinding and shared lane markings on Center Street and on a segment of High Street between 2nd St and S 2nd St

Legend

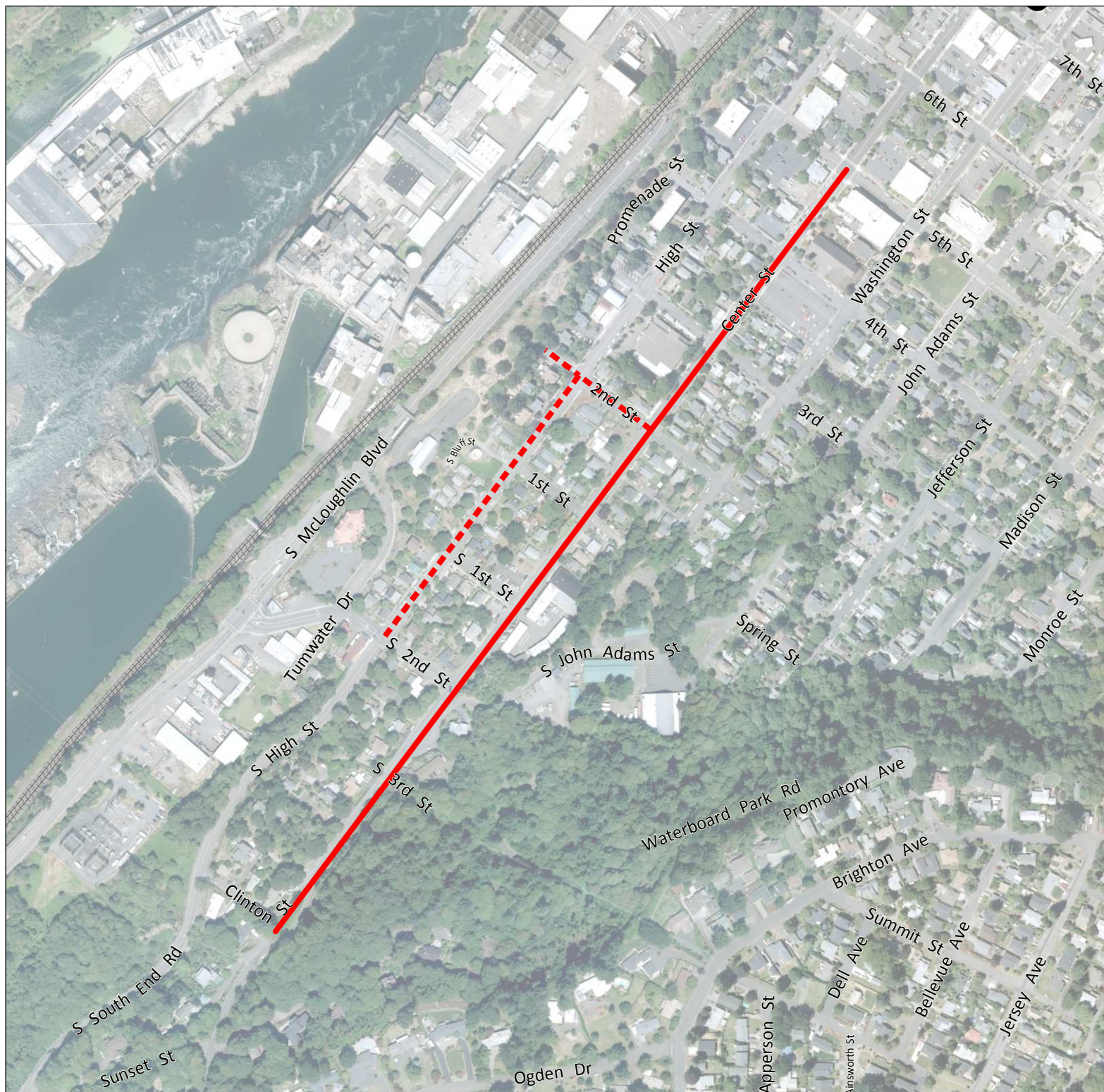
-  B57 Original Alignment
-  B57 Added Alignment



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Date: 11/2/2017; Map: B57 - 8.5x11L.mxd
Plot: B57 - 8.5x11L - 20171102.pdf



TSP Projects C37/D96/FF22/FF34 Amendments

C37 Pedestrian/Bike Crossing of S 2nd St

Improve safety of crossing;
may include refuge island
and pedestrian activated
flasher.

D96 Tumwater Dr turn closure

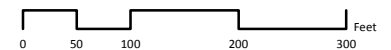
Close the left turn from 99E
onto Tumwater Drive

FF22 Tumwater Family Friendly Route

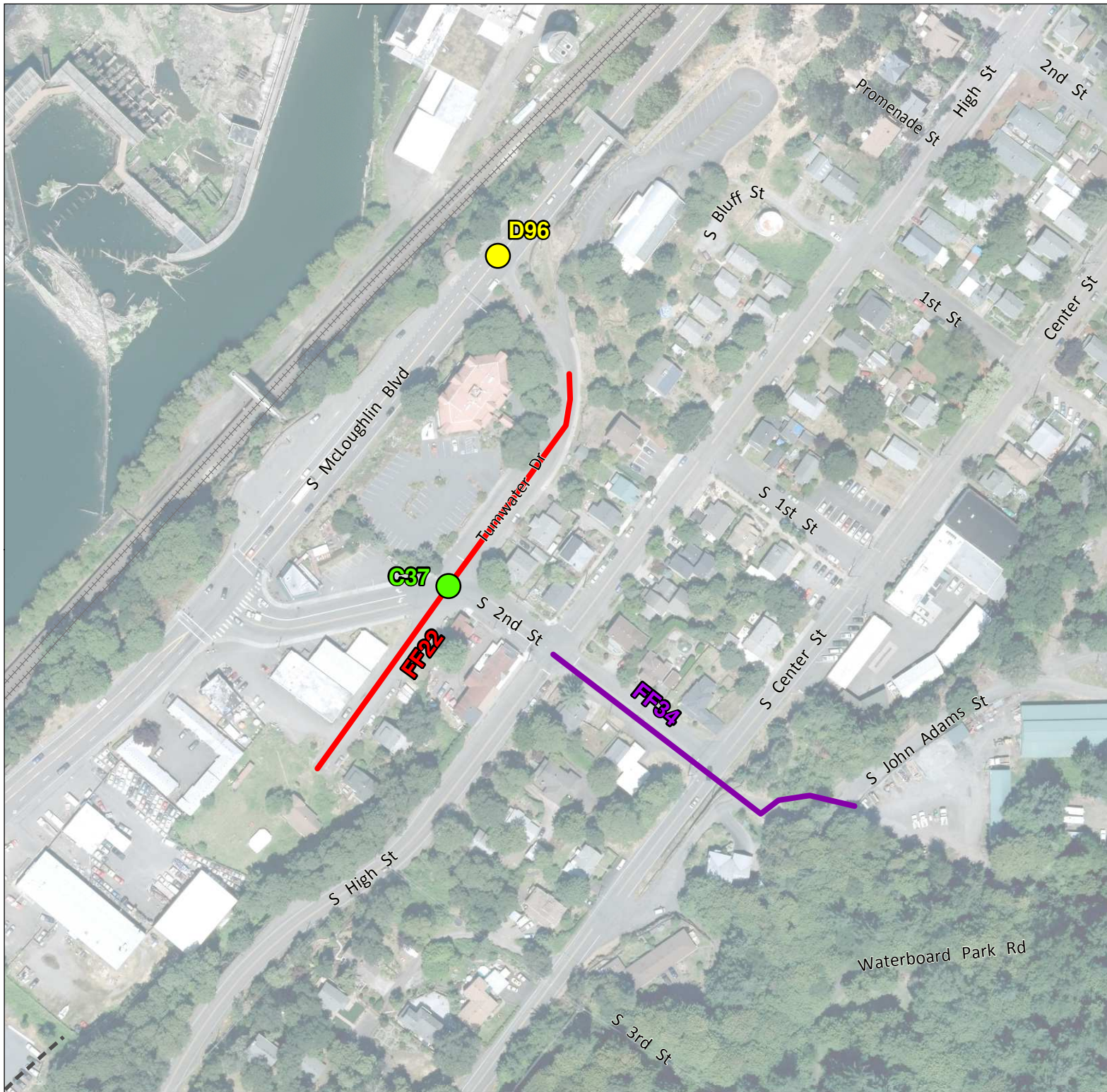
Add sidewalks on both sides
of the street. Add wayfinding
and shared lane markings.
Route via VFW parking lot
and Tumwater Drive

FF34 Waterboard Park Family Friendly Route

Add sidewalks, wayfinding,
and shared lane markings.
Route via S 2nd Street and
Waterboard Park Road



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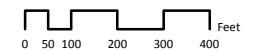
TSP Project FF21 Amendment

Canemah Family Friendly Route

Add wayfinding, traffic calming,
and shared lane markings on
5th Avenue, Miller Street,
4th Avenue, Ganong Street
and 3rd Avenue

Legend

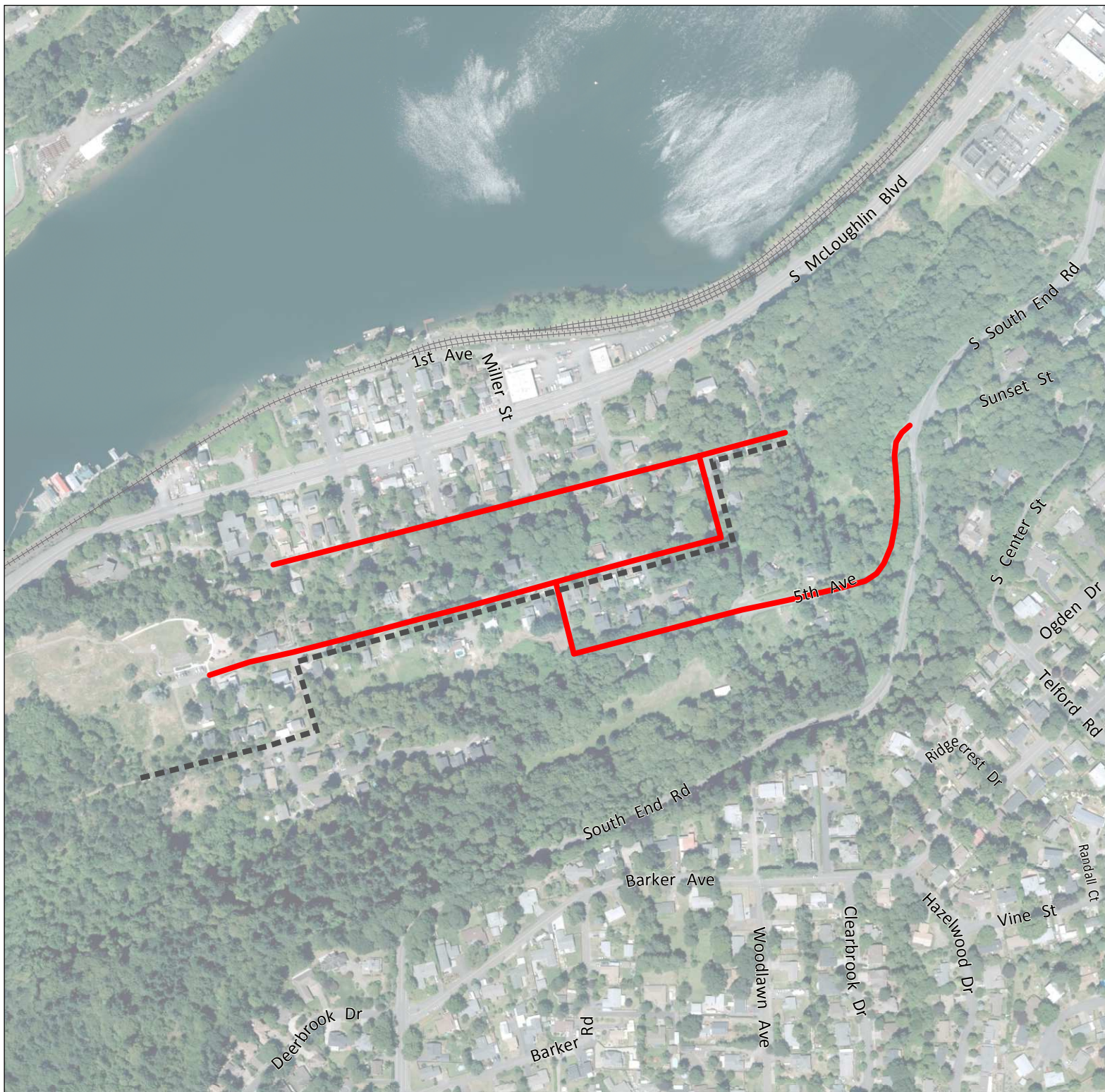
- FF21 Revised Alignment
- - - Original Alignment



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Date: 11/2/2017; Map: FF21 - 8.5x11L.mxd
Plot: FF21 - 8.5x11L - 20171102.pdf





MEMORANDUM

To: Community Development Department
From: Kelly Reid, AICP, Planner
Laura Terway, AICP, Community Development Director
Re: Neighborhood Meeting Summaries for LE 17-02
Date: October 9, 2017

I attended two neighborhood association meetings to present the McLoughlin-Canemah Trail plan and gather input.

On September 7, 2017 I attended the McLoughlin Neighborhood Association (MNA) meeting. The group discussed the various alignments including potential changes to the VFW parking lot, South 2nd Avenue, and Tumwater Drive. One member asked a question about use of private property and the possibility of eminent domain. I clarified that private property use would likely occur through redevelopment of parcels along 99E, and that eminent domain is not anticipated. Some members discussed their use of the boardwalk on 99E and how it needs repairs.

The MNA has not provided minutes of their meeting at this time.

On September 14, 2017 I attended the Canemah Neighborhood Association (CNA) meeting. The comments and questions topics included a suggestion that there could be two paths – one for walking and one for biking, that there tends to be more traffic on 4th Avenue, that speed humps are a bad idea, and that sharrows are a good idea. The members discussed the potential for a 20MPH zone as well and were supportive of it.

The CNA provided meeting minutes that are attached to this memorandum.

General Membership Meeting Minutes Canemah Neighborhood Association

September 14, 2017

Oregon City Police Station, 320 Warner-Milne Rd, Oregon City

Call to Order 7:00 by Linda Baysinger, Past Chair

Additions to the Agenda None

Community Updates & Guest Speakers

Oregon City Police Department, Chris Wadsworth

Handed out crime stats

What the police dept. is doing about homelessness

McLoughlin – Canemah Trail, Kelly Reid, Community Development

Presentation on trail route alternatives

Parking and traffic issues around Canemah Children's Park

Reports

CIC Update by Linda Baysinger

No CIC meeting in September because of Labor Day Holiday

Safety Fair will be Sept 16 in Safeway parking lot.

HRB Update by Ken Baysinger

Met in June, July, and August.

During these meetings, the board heard public testimony and gave further design advice to the applicants for the Canemah Cottages, (HR 16-09/14). At the August meeting, the board approved the design, subject to a reduction in the number of dwellings from seven in the original application to five, and attached design conditions removing contemporary and chalet features from the dwellings.

Before the next CNA meeting, HRB will meet September 26 and October 24.

Treasurer's Report:

Treasurer Karen Blaha was not present

Meeting Minutes from June 15, 2017 meeting were approved by unanimous vote.

Land Use Updates by Ron Bistline

625 4th Ave. Geotec study has been completed and public comment period expired.

4th Ave. at Miller (Robert Green) Geotec study has not yet been completed.

Canemah Cottages at 5th Ave. and Miller St. HRB issued conditional design approval. An appeal on that approval has been submitted, and will be considered by the City Commission.

4th Ave. at Ganong (Jon Ares) HRB approved design. Geotec has been submitted. Public comment period on geotec expires Sept. 25.

Unfinished Business

Unnecessary train noise (Carolyn Popma): No response from Union Pacific or Federal Railroad Administration. Have written to Senators Wyden and Merkeley and Congressman Schrader, but have not yet received a reply.

Oscar Geiszler memorial (Linda Baysinger): Finding is in place and construction may begin in October.

New Business

Formation of Nominating Committee for November election of officers: Only one member, Howard Post, volunteered for the committee. Under the bylaws, committees must have at least 5 members. Susan Borger made a motion to delegate the Nominating Committee duties to the Steering Committee, along with any volunteers. Second by Carolyn Popma. Motion carried by show of hands.

Meeting Adjourned by Linda Baysinger 7:45 p.m.


Minutes by Ken Baysinger, Secretary
Canemah Neighborhood Association
September 16, 2017

SEPT 14 2017

Signature	Last Name	First Name	Address
	Alling	Geoff	709 5th Place
	Anderson	Dennis	804 4th Ave
	Ares	Jon	xxx 4th Ave
<i>K. Baysinger</i>	Baysinger	Ken	516 1st Ave
<i>L. Baysinger</i>	Baysinger	Linda	516 1st Ave
<i>Debbie Bistline</i>	Bistline	Debbie	716 4th Ave
<i>R. Bistline</i>	Bistline	Ron	716 4th Ave
	Blaha	Karen	514 4th Ave
	Blythe	Grant	407 5th Ave
<i>Susan Borger</i>	Borger	Susan	804 4th Ave
	Brainard	Amy	515 S McLoughlin Blvd
	Bronte	Denise	202 5th Ave
	Cacciata	Kerri	405 4th Ave
	Carey	Maureen	416 4th Ave
	Corbett	Vicki	507 3rd Ave
	Crone	Joyce	903 S McLoughlin Blvd
	Davidson	Brooks	507 4th Ave
	Davidson	Jessica	507 4th Ave
	Decker	Laine	215 Miller St
	Decker	Sheila	215 Miller St
<i>Ben Deitch</i>	Deitch	Ben	316 3rd Ave
	Delameter	James	900 4th Ave
	DeYoung	Matt	421 5th Ave
	Dobbins	Darren	708 S McLoughlin Blvd
	Dobbins	Jennifer	708 S McLoughlin Blvd

A-D

SEPT 14 2017

Signature	Last Name	First Name	Address
	Dunlap	Verna	303 S. High St
	Dutra	Joanne	106 Miller St
	Dylla	Donna	701 3rd Ave
	Economou	Tory	609 3rd Ave
	Edgar	Patricia	211 5th Ave
	Edgar	Paul	211 5th Ave
	Enstad	Terry	316 S Mccloughlin Blvd
	Fischer	Daniel	421 5th Ave
	Flynn	Carolyn	408 4th Ave
	Foster	William	713 4th Ave
	Garcia	Jose Luis	814 4th Ave
	Gomez	Anthony	503 3rd Ave
	Goodwin	Clint	502 4th Ave
	Goodwin	Tori	502 4th Ave
	Green	Kathy	xxx 4th Ave
	Green	Robert	xxx 4th Ave
	Hargis	Clint	812 5th Ave
	Hargis	Nicole	812 5th Ave
	Headrick	Judy	705 3rd Ave
	Heinz	Bill	
	Heinz	Johna	
	Heydel	Brent	610 1st Ave
	Heydel	Kathy	608 1st Ave
	Houseman	Andy	210 Hedges St
	Jabin	Laura	202 5th Ave


D-J

SEPT 14 2017

Signature	Last Name	First Name	Address
	Koontz	Carl	106 Miller St
	Koop	Rosemary	607 S McLoughlin Blvd
	Larrabee	Michael	506 3rd Ave
	Law	Christine	801 3rd Ave #7
	Lawson	Sandra	349 5th Ave
	Leung	Becky	709 5th Place
	McConnell	Amanda	708 5th Place
	McCuen	Dennis	311 Ganong St
	McShannon	Jennifer	702 4th Ave
	Medialdea	Dena	707 5th Pl
	Menendez	Ken	605 3rd Ave
	Michels	Gabe	605 4th Ave
	Michels	Jenny	605 4th Ave
	Mieher	Marc	507 3rd Ave
	Mielnik	Linda	714 5th Pl
	Minton	Scott	405 4th Ave
	Morton	Cyndi	608 S McLoughlin Blvd
	Morton	John	608 S McLoughlin Blvd
	Mosso	Michael	606 3rd Ave
	Mulder	Garret	716 3rd Ave
	Onishchenko	Alex	625 4th Ave
	Peterson	Graham	903 S McLoughlin Blvd
	Popma	Brant	510 1st Ave
	Popma	Carolyn	510 1st Ave
	Post	Howard	302 Blanchard St

K-P

SEPT 14 2017

Signature	Last Name	First Name	Address	
	Raffaell	Catherine	502 McLoughlin Blvd	
	Rambo	Laura	203 3rd Ave	
	Ramsey	Don	808 5th Place	
	Ramsey	Susan	808 5th Place	97
	Riggle	Jim	203 3rd Ave	
	Rosthchild	Reid	408 4th Ave	
	Schademan	Karen	xxx Apperson	
	Schademan	Morris	xxx Apperson	
	Scheehean	Ann Marie	209 Apperson St	
	Scheehean	Mike	209 Apperson St	
	Shull	Alan	713 5th Pl	
	Shull	Jane	713 5th Pl	
	Siewert	Bob	349 5th Ave	
	Simon	Carolyn	302 Blanchard St	
	Smith	Jessica	609 3rd Ave	
	Smith	Lyndi	602 1st Ave	
	Smith	Ryan	602 1st Ave	
	Spravzoff	Monica	502 5th Pl	
	Springer	Kathleen	615 4th Ave	
	Springer	Robert	615 4th Ave	
	Staggs	Chris		
	Stewardship Homes LLC		715 McLoughlin Blvd	
	Stone	Laura	716 4th Ave	
	Sweet	Chris	514 4th Ave	
	Sweet	Rick	514 4th Ave	

R-S

SEPT 14 2017

Signature	Last Name	First Name	Address
	Tacoma	Susanne	814 4th Ave
	Tester	Sandra	715 3rd Ave
	Tinseth	Ken	903 5th Ave
	Tinseth	Wendy	903 5th Ave
	Tjaden	Nick	515 S McLoughlin Blvd
	Trimble	Angela	410 3rd Ave
	Van Der Sluis	Mandi	815 5th Ave
	Van Ommen	John	501 4th Ave
	Vermeire	Rod	402 5th Ave
	Vermeire	Shirley	402 5th Ave
	Webb	Patty	310 3rd Ave
	Wenkman	Keegan	207 4th Ave
	Wilding	Sara	612 5th Place
	Wilding	William	612 6th Place

T-Z

MNA Sign-ins are noted in the list below. Other sign ins are from different meetings or events.

Sign up for Email Updates

McLoughlin- Canemah Trail Plan

Name	Email
Erin Ebsly	cousineh@gmail.com
Susan Maahs	JSMPK@comcast.net
Debbie Steere	steerecwa@gmail.com
Ashley Park	ASHLEYPARK102989@GMAIL.COM
LISA NOVAK	novaklisa2137@gmail.com
J. LANG	Jacklang2014@yahoo.com
C. LATHR	ILanLathr@gmail.com
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Owen Premore	owenpremore@yahoo.com
Jeanne Premore	premorejt@gmail.com
Marisa Cantu	marisabarlanacantu@gmail.com
Karen Pederson	karen.oregon@gmail.com
KENT MATHIOT	KMATHIOT@COMCAST.NET
Cameron McCredie	I
Jo Lynn Dow	JLdow@comcast.net
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SIMEON HOLT/HOUSE	lawelatla13@gmail.com
Josh Adams	JADAMSBDs@gmail.com
Barb Sniffen	barbsniffen@gmail.com
Lyndsay Sniffen	lyndsaysniffen@gmail.com
Carl Koontz	koontzcarl@gmail.com
Brant Popma	bcpopma@gmail.com
HOWARD POST	howardpost@msn.com
Debbie Bistline	debberrya2@gmail.com
MONICA SPRANZOFF	mspranzoff@hotmail.com

Greenway for a Day

MNA

CNA

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.
- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting 11-13-17

Item Number From Agenda 3C 3C Covenants Trail.

NAME:

James F Justice

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street: 128 S McLoughlin

City, State, Zip: Oregon City, Oregon 97045

PHONE NUMBER:

503-819-3329

E-MAIL ADDRESS:

JJusticeLunch@gmail.com

SIGNATURE:

[Signature]

COMMENT FORM



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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

11/13/17

Item Number From Agenda

30

NAME:

Danielle Leckband

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street:

320 Tumwater Drive

City, State, Zip:

Oregon City OR 97045

PHONE NUMBER:

503 593 2246

E-MAIL ADDRESS:

mrsoregon@hotmail.com

SIGNATURE:

Danielle Leckband

COMMENT FORM



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- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
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Date of Meeting

11/13/17

Item Number From Agenda

23c Public Comment

NAME:

Melissa Erlbaum

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street:

128 Canemah Rd

City, State, Zip:

Oregon City OR 97045

PHONE NUMBER:

503.341.7115

E-MAIL ADDRESS:

melissae@lwsr.org

SIGNATURE:

Melissa Erlbaum

COMMENT FORM



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- Limit Comments to **3 MINUTES**.
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Date of Meeting

11-13-17

Item Number From Agenda

— 3C, LE 17-02

NAME:

Steven Liday, Miller Nash, on behalf of Bud's Towing

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street: 126 S. McLoughlin Rd

City, State, Zip:

Oregon City

PHONE NUMBER:

503-739-2535

E-MAIL ADDRESS:

steven.liday@millernash.com

SIGNATURE:

[Signature]

COMMENT FORM



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Date of Meeting

11-13-17

Item Number From Agenda

- 3C Canemah Trail

NAME:

Shawn Dachtler

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street:

City, State, Zip:

Oregon City 97045

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

[Signature]

COMMENT FORM



PLEASE PRINT CLEARLY

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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

10/13/17

Item Number From Agenda

3C

NAME:

BILL THUMBES

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street: 20180 WOOD GLEN WAY

City, State, Zip: OREGON CITY, OR 97045

PHONE NUMBER:

503-758-9043

E-MAIL ADDRESS:

Bill.Thumbes@yahoo.com

SIGNATURE:

Bill Thumbes

COMMENT FORM



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- Limit Comments to **3 MINUTES**.
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Date of Meeting

11/13/17

Item Number From Agenda

30 McLOUGHLIN TO CHAMBERLAIN TRAIL

NAME:

PAUL EDWARDS

*****Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).**

ADDRESS:

Street:

211 5TH AVE

City, State, Zip:

CHAMBERLAIN

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM



*****PLEASE PRINT CLEARLY*****

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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

11-13-2017

Item Number From Agenda

McLaughlin-Cannemah Trail

NAME:

James S. Nicita

*****Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).**

ADDRESS:

Street:

302 Bluff

City, State, Zip:

OC 97045

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

[Signature]

COMMENT FORM



PLEASE PRINT CLEARLY

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Date of Meeting

10/13/2017

Item Number From Agenda

McL Canemah Trail

NAME:

Doug Hooley

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street: 1161+ Parrish Road

City, State, Zip: Oregon City

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM



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Date of Meeting

11/13/17

Item Number From Agenda

NAME:

Matthew Carlson

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street: 324 Tumwater Dr.

City, State, Zip: Oregon City, OR

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
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Date of Meeting

11/13/17

Item Number From Agenda

- Oregon City River Trail Plan

NAME:

DR. Michael SECOR

***Please provide complete contact information in order to receive notice of a land use decision as required by OCMC 17.50.130(C).

ADDRESS:

Street:

Oregon City, Highland Stillhouse

City, State, Zip:

PHONE NUMBER:

503-201-2255

E-MAIL ADDRESS:

SIGNATURE:

[Signature]

William L. Rasmussen, P.C.
william.rasmussen@millernash.com
503.205.2308 direct line

November 13, 2017

**BY FIRST CLASS MAIL AND
ELECTRONIC MAIL
*kreid@orccity.org***

Oregon City Planning Commission
c/o Ms. Kelly Reid, Planning Division
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

Subject: LE 17-02, Amendment to the Comprehensive Plan for the McLoughlin-
Canemah Trail—Public Comment

Dear Commissioners:

As we mentioned on the phone to Ms. Reid last week, this law firm represents Delbert and Mary Bullock, owners of Bud's Towing, Inc., which is located at 126 S. McLoughlin Blvd. Please include this comment in the record for the subject land use review.

Bud's Towing has been a fixture in Oregon City since 1968 and is currently being run by the third generation of the Bullock family. It employs seven people. The current recommended path alignment would split Bud's Towing's property in half. Splitting the property would force this long-time, locally family owned business to close and would substantially devalue the property. Bud's Towing has contracts with the City of Oregon City Police Department and other jurisdictions that require the continued existence of the buildings and parking on the property.

The Bullocks are in support of a new shared-use path to help connect the Canemah Bluff Natural Area with the Willamette Falls Legacy Project. We provide this comment, however, to respectfully request that the Planning Commission immediately adjust the proposed segment of the trail that would run from the end of Tumwater Drive through at least three private properties (including the Bullock's business).

Oregon City Planning Commission
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Page 2

As explained below, this portion of the proposed permanent trail—through an industrial area and along Highway 99—is, unsightly, inefficient, and dangerous. There are at least two alternatives that would be better suited to accomplish the City's goals. Furthermore, this proposed segment will be the most expensive part of the trail as it will require three condemnation proceedings for land that has greatly appreciated due to the Willamette Falls Legacy Project. Alternatively, if the City tried to force landowners to split their properties through exactions in future permit processes, the City will face substantial takings claims.

The severing of this private property would also hinder and constrain its redevelopment. Accordingly, the current design does not comport with project goals or the Oregon City Comprehensive Plan. We respectfully ask the Planning Commission to reroute the trail as described below.

1. The problematic segment through Bud's Towing is the least attractive and most dangerous portion of the proposed trail.

The subject application proposes that the McLoughlin-Canemah Trail run from the end of Tumwater Drive through at least three private properties, cut over to Highway 99 in front of the PGE substation, and continue along the basalt cliffs over the busy highway for around 1,000 feet, before finally entering the northwest corner of Old Canemah Park:



This design places the trail in the midst of industrial businesses (along with a couple taverns), which is not only unattractive for trail users, but also hinders the redevelopment of this land.

Oregon City Planning Commission
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Page 3

On July 29, 2017, the planning staff held the "Greenway for a Day" public event to evaluate the McLoughlin-Canemah Trail options. As part of its evaluation, the City asked participants a series of survey questions, including "What was your least favorite part?" The respondents overwhelmingly identified this segment along Highway 99 and the PGE substation as the worst component of the trail.¹ Conversely, numerous survey respondents identified Old Canemah Park as their favorite potential trail route.²

Inexplicably, the route in the subject application does not heed these comments, but places the proposed trail along the least favorite location—missing much of the preferred Old Canemah Park. Given the uniform opposition to this placement by the general public, the proposed design threatens the long term public adoption and use of the trail. This segment will place trail users directly next to the speeding traffic on Highway 99, along with the concomitant noise, pollution, and danger. The route down Tumwater Drive across South Second Street also creates a dangerous crossing for path users because of the intersection's proximity to Highway 99. Accordingly, this placement violates several of the project goals adopted by the Community Advisory Group and planning staff, including:

- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.
 - Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor.
 - Discourage criminal activity and provide a secure environment for all users.
 - Responsibly utilize public funds to provide a high-quality trail experience both now and into the future.
- 2. The alternative route on South End Road (High Street) is safer and more attractive.**

The Community Advisory Group strongly considered an alternative route along South End Road into Old Canemah Park above the PGE substation. In fact, in a

¹ Greenway for a Day Event | July 29, 2017; Report and Results, at 4; *see also* Ex. 1 at 17 and 57.

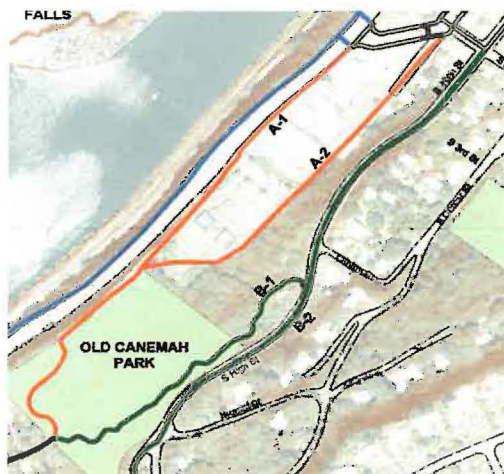
² *Id.* at 3.

Oregon City Planning Commission

November 13, 2017

Page 4

public comment (Ex.³ 3 at 5-6), one member of the advisory group explains that the group was evenly split between the South End Road (High Street) route and the segment advanced and ultimately proposed by the City.



The South End Road (High Street) trail route shown above (B-1)⁴ is vastly superior because (a) it is not on Highway 99 or along the PGE substation, (b) the street is in a heavily-wooded area that provides pleasant scenery and shade, (c) the route would run the entire length of Old Canemah Park, and (d) the crossing of South Second Street could occur at a safer location for pedestrians (at High Street and South End Road). In fact, there is already a trail into Old Canemah Park from South End Road:

³ All references to Exhibits are to the attachments submitted by the City for LE 17-02, file # PC 17-136.

⁴ In the feasibility evaluation (Ex. 1), the City included this segment in Alternative C, but did not place the trail through Old Canemah Park, instead using B-2 above)—which is far inferior.

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Of course, South End Road is not without some drawbacks. There can be traffic at times, but South End Road could have wide shoulders in most places, and speed dampers could be utilized to limit conflict between trail users and cars.

3. The proposed condemnation of private property or exaction effort will be very expensive.

It appears that the McLoughlin-Canemah Trail Plan Community Advisory Group did not prefer (or more accurately split the preference) for the current design along Highway 99 and the PGE substation until they were told that the South End route would present geotechnical difficulties and thus would cost substantially more to construct.⁵ The final evaluation show, however, that even by the City's own estimates, the cost of the two trail routes would be very similar. (Ex. 1 at 75.)

But, the City's estimate for the cost of constructing the currently proposed route is based on flawed assumptions. The planning-level cost estimates for the proposed route, does not show any cost for the taking of private property. (Ex. 1 at 75, 77-80.) It appears that the City believes it can avoid this cost by making the property owners dedicate land and construct the trail as part of any future redevelopment. See Ex. 1 at 62 ("improvements packaged into re-development."). But the City cannot reasonably force the property owners to provide land or force them to build a trail as a

⁵ See minutes from McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #2, August 15, 2017, and Meeting #3, September 21, 2017.

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condition of development because the trail is not related to the impact from the development. *Kountz v. St. Johns River Water Management District*, 133 S. Ct. 2586, 2595 (2013)⁶.

The cost to condemn or take private property through unconstitutional exactions from at least three owners—destroying several buildings—will be substantial. In addition to the legal costs, the property owners will be entitled to the fair market value of the land taken and the reduction of the remaining property values. *State By & Through Dep't of Transp. v. Lundberg*, 312 Or 568, 574, 825 P2d 641, *cert den*, 506 US 975 (1992). This fair market value is not based on the current use of the property, but its highest and best use. *State By & Through State Highway Comm'n v. Assembly of God, Pentecostal, of Albany*, 230 Or 167, 176, 368 P2d 937 (1962). Future land regulations or public projects—such as the Willamette Falls Legacy Project—are relevant considerations for determining the fair market value of the fairest and best use of the property. *Unified Sewerage Agency of Washington Cnty. v. Duyck*, 33 Or App 375, 377, 576 P2d 816 (1978). Furthermore, if the severance of the property by the trail leaves too small of remnant for future development, the property owners will be entitled to full value for that land too. *City of Lake Oswego v. Babson*, 97 Or App 408, 776 P2d 870, *rev den*, 308 Or 465 (1989).

In short, this segment of trail over private property will cost far more than the other portions, even if they require greater construction costs.

4. As presently designed, the proposed Trail Plan is not in compliance with the Comprehensive Plan.

Because of the cost and safety issues identified above, the current design of the McLoughlin-Canemah Trail in the proposed amendments to the Oregon City Transportation System Plan, Parks Master Plan, and Trails Master Plan does not comply with the City's comprehensive plan. Among other criteria that are not met, the current trail design through private property and along Highway 99 and the PGE substation does not comply with the following criteria:

Goal 2.1. Efficient Use of Land. Ensure that property planned for residential, commercial, office, and industrial

⁶ "the government may choose whether and how a permit applicant is required to mitigate the impacts of a proposed development, but it may not leverage its legitimate interest in mitigation to pursue governmental ends that lack an essential nexus and rough proportionality to those impacts."

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uses is used efficiently and that land is developed following principles of sustainable development.

The placement of the trail directly through private property that would force closure of a longtime business is not an efficient use of land. Likewise, splitting properties in a way that leaves small remainder properties that are difficult to impossible to use violates Goal 2.1.

*Policy 11.1.1. Ensure adequate public funding for the following public facilities and services, if feasible: * * * Transportation infrastructure * * **

Policy 11.1.5. Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Unnecessarily placing the trail so as to split private property will result in much higher costs and less funding for other transportation infrastructure, including other development related to the McLoughlin-Canemah Trail. This condemnation or attempted exaction of private property for a trail does not complement the current use of surrounding land.

Policy 11.1.7. Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

The cost estimates included in the proposed amendments for this section of the trail are not reasonable and lacks a factual basis.

Goal 12.5. Safety. Develop and maintain a transportation system that is safe.

Policy 12.5.2. Identify and implement ways to minimize conflict points between different modes of travel.

As repeatedly stated in survey responses, the placement of the trail along Highway 99 is not safe and is undesirable. Furthermore, the location of the trail across South Second Street at Tumwater Drive is dangerous (as evidenced by the \$80,000 in

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safety improvements planned for this intersection). The current design violates these criteria because safer routes are available.

Policy 12.8.1. Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.

The placement of the trail to split private property (necessitating expensive condemnation proceedings or takings litigation), over dangerous intersections, and along busy highways does not maximize the efficiency of the transportation system, nor minimize the required financial investment.

5. Conclusion.

Our client supports the construction of a McLoughlin-Canemah Trail, but asks the Planning Commission to alter the present design so that it does not needlessly bisect private property owners, waste City funds, and result in a less desirable trail.

The South End Road (High Street) trail route is far superior to the segment proposed by the City across private property and along Highway 99. This route offers a wooded setting, greater safety, and possible future expansion as reliance on cars is diminished. Placing the trail route on or even near Highway 99 threatens the long-term public adoption and use of the entire shared-use path, potentially wasting the substantial public investment in the McLoughlin-Canemah Trail project.

Please contact me with any questions or concerns.

Very truly yours,



William L. Rasmussen, P.C.

McLOUGHLIN-CANEMAH TRAIL—BUD'S TOWING COMMENT

Deficiencies of the Tumwater Drive – Highway 99 Segment:



1. Least attractive portion of the proposed trail (based on survey responses);
2. Placement along Highway 99—especially interim trail—undermines safety, beauty, and likely use of trail;
3. Fails to optimize forest setting by not running deeper into Old Canemah Park;
4. Requires dangerous and inefficient crossing of South 2nd Street at Tumwater Drive; and
5. Placement over private property will impact local businesses, possibly hinder redevelopment, and may necessitate condemnation (or takings) litigation.

Advantages of the High Street/South End Road Alternative (B-1):



1. Pleasant forested setting along South End Road;
2. Avoids route along Highway 99;
3. Incorporates more of Old Canemah Park into the trail route;
4. Allows for safe and efficient crossing of South 2nd Street at High Street; and
5. Does not negatively impact local businesses or take private property, thus avoiding expense of condemnation or takings litigation.



MEMORANDUM

To: Planning Commission
From: Kelly Reid, AICP, Planner
Re: LE 17-02 Additional Findings and Response to Public Comments
Date: November 13, 2017

The McLoughlin-Canemah Trail Plan recommendation for permanent alignment includes a trail segment through privately-owned properties on McLoughlin Boulevard. The alignment is recommended to be located behind future new development on these properties, rather than in front of them along the McLoughlin Blvd frontage, where traffic speeds and driveway curb cuts create a less-than-ideal environment for pedestrians and bicyclists. The alignment of this segment retains the existing shared used path alignment shown in the adopted Transportation System Plan (Project #S36).

Public input gathered during the trail planning process included a strong desire to use the Old Canemah Park trail and to avoid McLoughlin Blvd as much as possible. To accomplish these goals, the final recommendation is for Alignment option B, with the permanent trail behind future development and away from the street, where users can be more protected from traffic, noise, and exhaust.

Recognizing the existing businesses along this segment of McLoughlin Blvd, the City does not propose to utilize condemnation to obtain land for a new trail. Instead, the plan includes an interim alignment along McLoughlin Blvd until such future time when these properties redevelop. A vast majority of the parcels along the segment of McLoughlin are zoned Mixed Use Corridor (MUC-1). Currently, the properties include a tavern, a one-story 13-unit apartment building, a towing business, and an auto repair business. There is also a single family home on a property zoned R-6 (low density residential) in the area. This property may be a good candidate to consider for future rezoning. On the whole, these sites are underdeveloped, and therefore represent future development opportunities. In recognition of the likelihood of redevelopment in the future, the City intends to place conditions of approval on future developers to integrate the trail into their redevelopment plans. The trail would be conveyed to the City either through an easement or dedication.

In order to have the least impact on redevelopment plans for these sites, the trail is shown in the plan just below a steep slope, where the grade of these properties becomes 35% and greater (see figure 1). The trail could hug the bottom of this hillside and potentially be integrated into a future alley or rear parking lot. If developers have alternative ideas for how to integrate the trail into their sites, the planning division would be happy to consider variations. Most importantly, however, the development should not turn its back on the trail. Having windows, entrances, open space, and potentially even outdoor patio seating areas located adjacent to the trail would create a safe trail for users and provide a pleasant setting at the rear of the properties.

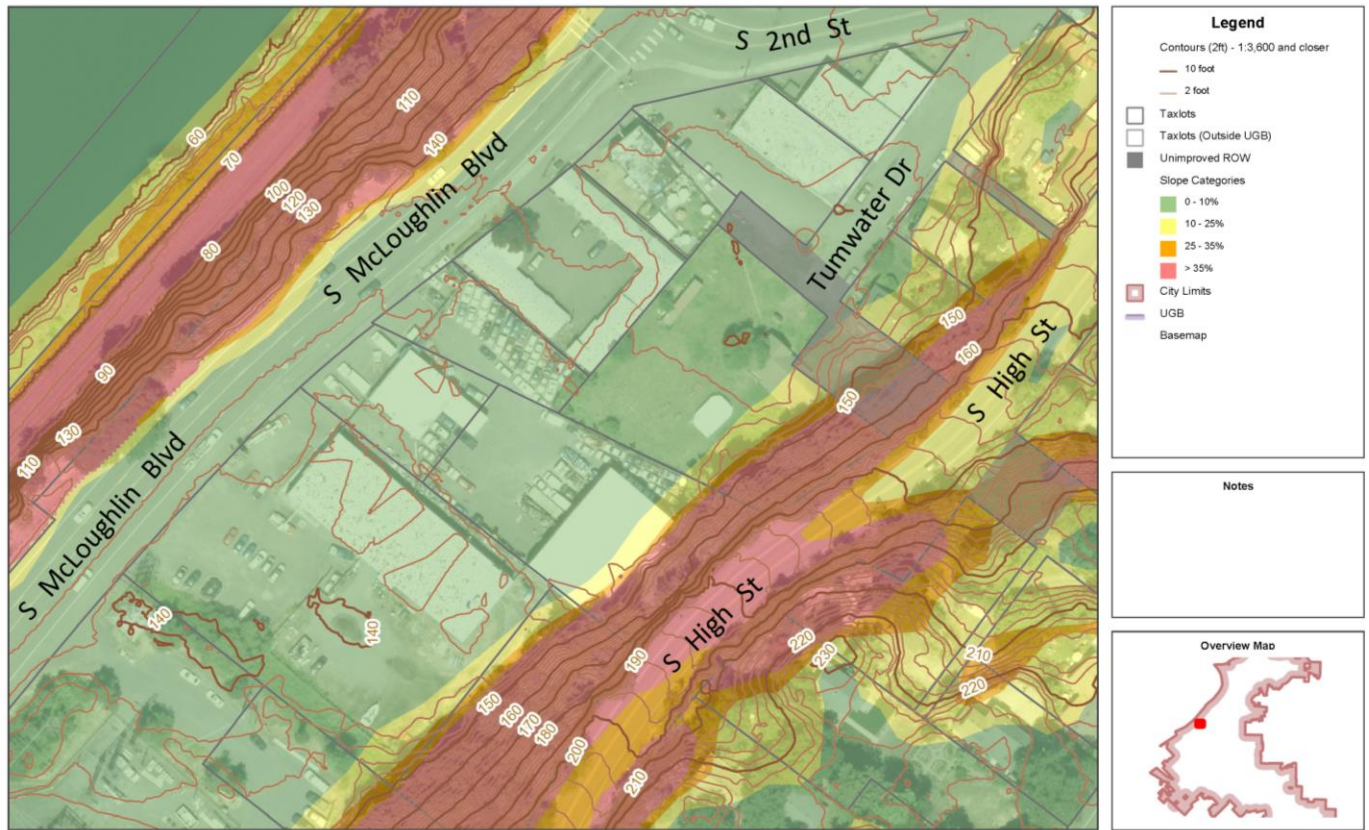


Figure 1: Steep slopes in trail area behind the businesses on McLoughlin Blvd.

The community advisory group considered alignments behind the neighboring PGE substation as well. However, the PGE substation includes a barbed-wire fence and a building along the back edge, which reduces visibility and creates places for people to hide. The advisory group found that security concerns outweighed the desire to be farther away from vehicle traffic on McLoughlin Blvd, and instead recommended that the trail jog back up to the street frontage for the length of the PGE property.

On Monday, November 13th at 3:00 p.m. the Planning Division received a letter from attorneys representing a property owner on McLoughlin Blvd. The Planning Division also received an email from Paul Edgar, Canemah resident and member of the Community Advisory Group for the trail plan. Both of these letters are added to the record, along with this memorandum. These letters raised several concerns, for which I wish to provide more context for the Planning Commission. I also propose a condition of approval to address some of the concerns, which is discussed below.

Concern: The trail “bisects” private property, which hinders the redevelopment of the site.

Response: As shown on the alignment map, the trail is proposed to run along the back of the property along the hillside. Oregon City code discourages development on slopes greater than 35%, and it is not expected that this hillside would be part of any redevelopment. Also,



the City intends to work collaboratively with developers to determine a trail alignment that integrates with development. The trail plan, as written, does not make this intention explicit. Thus, staff recommends adding a condition of approval to revise the trail plan to say explicitly that exact trail location through private properties is flexible and will be determined through coordination with future developers or owners.

Concern: A trail through industrial businesses is unattractive.

Response: With mixed-use zoning, the properties may develop with residential uses, commercial uses, and/or offices. These types of uses are complementary to a trail that provides bicycle and pedestrian connections from neighborhood areas. The City does not intend to construct a trail through the existing businesses.

Concern: Public input largely desired a trail away from McLoughlin Blvd.

Response: The permanent alignment aims to provide as much of the trail area behind development rather than on the street, in direct response to this public input.

Concern: The recommendation misses much of the preferred Old Canemah Park.

Response: The recommendation fully utilizes Old Canemah Park from end to end. It is the only alignment of the three options considered that is able to use the park.

Concern: The crossing at South 2nd Street is dangerous and violates the goals of the Community Advisory Group.

Response: The advisory group was in fact uncomfortable with all of the existing options for crossing at South 2nd. Currently, the safest option was identified as South 2nd and High Street where there is a four way stop and an eventual signal planned (unfunded TSP project D31). There was not full consensus on which intersection could offer the safest crossing in the future. Staff and consultants shared a crossing design concept for South 2nd and Tumwater at the end of the third advisory group meeting, and continued to refine it after hearing positive feedback from group members and Public Works officials. This crossing design concept is included in the final trail plan report and is a necessary project for the permanent alignment to be feasible. The City proposes to add this project to the Transportation System Plan Project list as Project C37.

Concern: The South End Road option (Option C) should have been recommended over Option B. There is already a trail into Old Canemah Park from South End Road.

Response: There is not an existing trail into Old Canemah Park; the aerial photo provided in the letter shows a small clearing that is not connected to the park and is not easily accessible due to steep slopes around it. Staff has visited the area. The High Street/South End Road option was supported by several of the advisory group members, but was ultimately not selected by the group.



Concern: Exacting the trail from developers will constitute a taking because the trail is not related to the impact from the development.

Response: Development of mixed use sites with residential, commercial or offices uses is related to the trail. Bicycle and pedestrian access to properties is required by city codes, and the Comprehensive Plan and Transportation System Plan both include multiple goals and policies to create safe and convenient pedestrian routes, connect neighborhood areas to commercial areas with shared use paths, and encourage travel using non-vehicular modes. Staff and the City's attorneys believe there will be a proportional nexus for exaction in this instance.

Concern: The trail is not compliant with the Comprehensive Plan.

Response: See findings in the staff report.

In conclusion, staff recommends adding the following condition of approval in order to clarify the intent of the plan:

The applicant shall revise the trail plan to say explicitly that exact trail location through private properties is flexible and will be determined through coordination with future developers or owners.

From: [Paul Edgar](#)
To: [Kelly Reid](#)
Subject: : McLoughlin to Canemah Trail report , I would like to talk to you about this. (Please print this for tonight's Planning Commission meeting)
Date: Monday, November 13, 2017 5:14:47 PM

The Trail Committee did not agree to this! **In bold font.**
This is what I and others understood is in **(In Red)!**

PERMANENT (Long Term) ALIGNMENT RECOMMENDATION for the McLoughlin to Canemah Trail

The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway.

From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest on Tumwater Drive through re-developed parcels, turning toward McLoughlin Blvd/Hwy 99E just north of the Portland General Electric (PGE) substation property.

From the PGE entrance, the Interim and Permanent trail recommended alignments are identical.

The trail connects between the PGE substation and McLoughlin Blvd/Hwy 99E, enters Old

Canemah Park, and connects to the Canemah National Register District neighborhood.

The route through the neighborhood follows Marshall Street and 3rd Avenue west/southwest , turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

https://www.orcity.org/sites/default/files/fileattachments/planning/page/11196/lowres_final_report_with_corrections.pdf

We recommended for what is in this wording of the: INTERIM ALIGNMENT RECOMMENDATION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd Street going east to High Street.

Travels south on the west side of High Street to 2nd Avenue and crosses 2nd Avenue at a new cross walk light (that will be part of replacing the Stop and Go light, with a timed Stop Light), where the alignment follows the south side of 2nd Avenue to McLoughlin Blvd.

The trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

Paul









Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

November 2nd, 2017

ODOT #8009

ODOT Response

Project Name: McLoughlin-Canemah Trail Plan	Applicant: Oregon City
Jurisdiction: Oregon City	Jurisdiction Case #: 008-17
State Highway: OR 99E	

The site of this proposed land use action is adjacent to McLoughlin Blvd (OR 99E). ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. ODOT appreciated the opportunity to participate in the development of the McLoughlin-Canemah Trail Plan and generally support the proposed alignment. We are currently working with the City on closure of the Tumwater/McLoughlin intersection relating to the trail plan. We are looking forward to continuing to work with the City as you move forward on developing and refining the cross section for the trail.

Please continue to work directly with Jessica Horning, ODOT R1 Transit and Active Transportation Liaison. Ms. Horning can be reached at Jessica.horning@odot.state.or.us and 503-7341-3359.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
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November 2, 2017

City of Oregon City Planning Commission
625 Center Street
Oregon City, OR 97045

Members of the Oregon City Planning Commission,

I am writing to provide Portland General Electric Company's (PGE) comments related to the McLoughlin-Canemah Trail (MCT) Project, File LE-17-02. We understand that trails are an important component of communities and seek to be a supportive partner. PGE staff appreciated the opportunity to participate on the MCT Advisory Group. Additionally, we need to ensure the continued safety, reliability, security, operations, and maintenance of the PGE Canemah Substation Property located at 152 S. McLoughlin Blvd, Oregon City, OR and the related property interests.

PGE respectfully brings the Commission's attention to items that will be necessary as part of our continued work together including:

- To the extent the proposed trail and any public (non-PGE) access impacts any PGE property interests, PGE's "consent" to the MCT Project and proposed pathway will be subject to and conditioned upon PGE granting a non-exclusive License to the City for the use on terms and conditions acceptable to PGE. Due to current and future operational needs, PGE will not be granting an easement or any permanent or exclusive rights associated with the MCT project.
- The City of Oregon City shall bear the entire cost and expense incurred with respect to all of City's activities on or associated with the PGE Property or potential License Area.
- PGE specifically retains the right to use the Property, including the License Area, for expansion of its substation facilities, and any future utility needs or operations.

Again, PGE seeks to be supportive while also maintaining the safety and operations of the PGE Canemah Substation Property.

Thank you for your time and we look forward to continued collaborative work together. Please feel free to contact me for further information.

Sincerely,

Mark Lindley
Manager, Property Services

cc: Kristin Ingram, PGE Attorney

324 Tumwater Drive
Oregon City, Oregon 97045

11/1/17

Oregon City Planning Commission
Kelly Reid, AICP, Planner

Ref. File Number LE-17-02

Applicant: City of Oregon City Public Works
625 Center Street
Oregon City, OR 97045

Request: Amend the Oregon City Transportation System Plan, Parks Master Plan, and Trails Master Plan to include a plan for the McLoughlin-Canemah Trail.

Members of the planning commission:

We own property located at 324 Tumwater Drive, Oregon City, OR. The “Long Term Trail Recommendation” shows the route of the proposed McLoughlin-Canemah Trail crossing our property.

Although we are in general support of the idea of a McLoughlin-Canemah Trail, we are strongly opposed to the City of Oregon City engaging in any taking, transfer, or development of our property without our involvement and explicit consent.

Sincerely,

Matthew Carlson
Tiffany Carlson
Dr. Carl Michael Secor
Tamara Secor

From: [Paul Edgar](#)
To: [Kelly Reid](#)
Subject: Re: Proposed Comprehensive Plan changes for Trail Alignment - McLoughlin to Canemah
Date: Wednesday, November 01, 2017 4:28:43 PM

Yes and it is more than just the "Interim Plan" discussion. It was not an agreed to option to go up and down 2nd Avenue on the north side of the street and cross at McLoughlin Blvd.

We also did not agree to the crossing at 2nd and Tumwater in your proposed "Permanent (Long Term) Plan". If I remember correct, we talked about the implications of going south on Tumwater from 2nd Avenue to PGE, but got input that PGE that they did not want people walking on that blind side of their property. There was no agreement on making that the long term route to and behind PGE facilities and putting an additional obligation on to the property owners as to a future requirement to provide infrastructure for walking path improvements should they choose to redevelop their properties.

Both of the proposed walking path crossing: at McLoughlin Blvd at 2nd Avenue and 2nd and Tumwater have major impacts on transportation and ripple in every direction with far reaching negative consequences.

We talked long and hard about the ADA consequences and safety of the narrow passage/driveway up to the VFW and parking lot as not ideal, and with the limited things that can be done to mitigate physical negative aspects. The only thing I can remember is that we all did agreed with was that the vehicle entrance off of McLoughlin Blvd should be closed no-matter what. Equal to and greater McLoughlin Blvd vehicle entrance in problems is this blind passage/driveway of car and people going in and out to the VFW and Parking lot.

We were so close in all voting for a completely different Long Term choice and that should be noted. Remember most all of those from Canemah wanted some other choice rather than having people walking on Ganong and than 4th Avenue.

Paul

On 11/1/2017 3:31 PM, Kelly Reid wrote:

Hi Paul,

I wanted to follow up on this –

We are adding a note to the interim plan to indicate that users can cross at High Street or at 99E. The reason the trail is shown on the north side of South 2nd and crossing at 99E is due to our ability to widen the sidewalk on that side, and our thought that it would be safer for bikes to stay on that side. But you are correct that people may want to cross at High Street with the 4-way stop, so we are adding that to the interim plan.

Should I consider your email a public comment on LE 17-02 and add it to the public record?

I will send out the final report on Friday, which includes a drawing for the crossing at

South 2nd and Tumwater – I think the concept design will be a huge improvement and will make a crossing a possibility there. Of course, details would be worked out at a later date.

Thank you,

Kelly Reid, AICP
Planner, City of Oregon City
(503) 496-1540
kreid@orccity.org

From: Paul Edgar [<mailto:pauloedgar@q.com>]
Sent: Tuesday, October 24, 2017 10:01 AM
Subject: Fwd: Proposed Comprehensive Plan changes for Trail Alignment - McLoughlin to Canemah

FYI, correction in bold font.

----- Forwarded Message -----

From: 57 2017 <>
X-Mozilla-Status: 0001
X-Mozilla-Status2: 00800000
X-Mozilla-Keys:
Reply-To: pauloedgar@q.com
From: Paul Edgar <pauloedgar@q.com>
Subject: Proposed Comprehensive Plan changes for Trail Alignment - McLoughlin to Canemah
To: Kelly Reid - OC PLANNING <kreid@orccity.org>
Message-ID: <7a7b6fc9-dd98-b06e-38bd-d7f51aa46716@q.com>
Date: Mon, 23 Oct 2017 17:22:56 -0700
User-Agent: Mozilla/5.0 (Windows NT 10.0; WOW64; rv:52.0) Gecko/20100101 Thunderbird/52.4.0
MIME-Version: 1.0
Content-Type: text/plain; charset=utf-8; format=flowed
Content-Transfer-Encoding: 8bit
Content-Language: en-US

I got the Notice of Public Hearings to enact the changes to the areas of the Comprehensive Plan to reflect the Trails Committee Recommendations.

The votes were so close (one vote between a split) between the Interim Trail Alignment Recommendation and with that of going up High Street and cutting across through Old Canemah Park to using 5th Avenue.

When we got to what is represented as the Long-Term Trail Alignment Recommendation, where it is reflected going by the VFW and the Oregon Territorial Museum and across 2nd at Tumwater, direct on Tumwater to the PGE Property, I did not hear that agreement.

I think that there was more votes to continue going from the McLoughlin Promenade to High Street and going across 2nd Avenue at the light and than down 2nd Avenue on the **(correction - left hand side)** to McLoughlin Blvd.

I also think that there was within a comparison of buying and taking properties to enable trail alignment on Tumwater to PGE as equal or less in votes to that of if we were to take property why not continue up High Street and get a more scenic as well as more environmentally sensitive trail that would take us a little cross country and below South End Road to 5th Avenue and then along unimproved 5th Avenue ROW to Blanchard Street.

Going across 2nd Avenue on Tumwater is a hyper-congestion nightmare that ripples. It screws up McLoughlin Blvd past Main Street.

I would love to see another meeting of the committee.

Paul

From: [Paul Edgar](#)
To: [Kelly Reid](#)
Subject: : McLoughlin to Canemah Trail report , I would like to talk to you about this. (Please print this for tonight's Planning Commission meeting)
Date: Monday, November 13, 2017 5:14:47 PM

The Trail Committee did not agree to this! **In bold font.**
This is what I and others understood is in **(In Red)!**

PERMANENT (Long Term) ALIGNMENT
RECOMMENDATION for the McLoughlin to
Canemah Trail

The Permanent trail alignment recommendation begins at the McLoughlin Promenade and connects to Tumwater Drive via the Three Rivers VFW Post 1324 parking lot and a dedicated non-motorized path down the existing driveway.

From there, the trail follows Tumwater Drive, crosses at S. 2nd Street, and continues south/southwest on Tumwater Drive through re-developed parcels, turning toward McLoughlin Blvd/Hwy 99E just north of the Portland General Electric (PGE) substation property.

From the PGE entrance, the Interim and Permanent trail recommended alignments are identical.

The trail connects between the PGE substation and McLoughlin Blvd/Hwy 99E, enters Old

Canemah Park, and connects to the Canemah National Register District neighborhood.

The route through the neighborhood follows Marshall Street and 3rd Avenue west/southwest , turns onto Ganong Street, and follows 4th Avenue until reaching the Canemah Neighborhood Children's Park.

https://www.orcity.org/sites/default/files/fileattachments/planning/page/11196/lowres_final_report_with_corrections.pdf

We recommended for what is in this wording of the: INTERIM ALIGNMENT
RECOMMENDATION

The Interim trail alignment recommendation begins at the McLoughlin Promenade and connects via 2nd Street going east to High Street.

Travels south on the west side of High Street to 2nd Avenue and crosses 2nd Avenue at a new cross walk light (that will be part of replacing the Stop and Go light, with a timed Stop Light), where the alignment follows the south side of 2nd Avenue to McLoughlin Blvd.

The trail continues on the east side of McLoughlin Blvd/Hwy 99E until reaching the Portland General Electric (PGE) substation entrance.

Paul

William L. Rasmussen, P.C.
william.rasmussen@millernash.com
503.205.2308 direct line

November 13, 2017

**BY FIRST CLASS MAIL AND
ELECTRONIC MAIL
*kreid@orccity.org***

Oregon City Planning Commission
c/o Ms. Kelly Reid, Planning Division
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

Subject: LE 17-02, Amendment to the Comprehensive Plan for the McLoughlin-
Canemah Trail—Public Comment

Dear Commissioners:

As we mentioned on the phone to Ms. Reid last week, this law firm represents Delbert and Mary Bullock, owners of Bud's Towing, Inc., which is located at 126 S. McLoughlin Blvd. Please include this comment in the record for the subject land use review.

Bud's Towing has been a fixture in Oregon City since 1968 and is currently being run by the third generation of the Bullock family. It employs seven people. The current recommended path alignment would split Bud's Towing's property in half. Splitting the property would force this long-time, locally family owned business to close and would substantially devalue the property. Bud's Towing has contracts with the City of Oregon City Police Department and other jurisdictions that require the continued existence of the buildings and parking on the property.

The Bullocks are in support of a new shared-use path to help connect the Canemah Bluff Natural Area with the Willamette Falls Legacy Project. We provide this comment, however, to respectfully request that the Planning Commission immediately adjust the proposed segment of the trail that would run from the end of Tumwater Drive through at least three private properties (including the Bullock's business).

Oregon City Planning Commission
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As explained below, this portion of the proposed permanent trail—through an industrial area and along Highway 99—is, unsightly, inefficient, and dangerous. There are at least two alternatives that would be better suited to accomplish the City's goals. Furthermore, this proposed segment will be the most expensive part of the trail as it will require three condemnation proceedings for land that has greatly appreciated due to the Willamette Falls Legacy Project. Alternatively, if the City tried to force landowners to split their properties through exactions in future permit processes, the City will face substantial takings claims.

The severing of this private property would also hinder and constrain its redevelopment. Accordingly, the current design does not comport with project goals or the Oregon City Comprehensive Plan. We respectfully ask the Planning Commission to reroute the trail as described below.

1. The problematic segment through Bud's Towing is the least attractive and most dangerous portion of the proposed trail.

The subject application proposes that the McLoughlin-Canemah Trail run from the end of Tumwater Drive through at least three private properties, cut over to Highway 99 in front of the PGE substation, and continue along the basalt cliffs over the busy highway for around 1,000 feet, before finally entering the northwest corner of Old Canemah Park:



This design places the trail in the midst of industrial businesses (along with a couple taverns), which is not only unattractive for trail users, but also hinders the redevelopment of this land.

Oregon City Planning Commission
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On July 29, 2017, the planning staff held the "Greenway for a Day" public event to evaluate the McLoughlin-Canemah Trail options. As part of its evaluation, the City asked participants a series of survey questions, including "What was your least favorite part?" The respondents overwhelmingly identified this segment along Highway 99 and the PGE substation as the worst component of the trail.¹ Conversely, numerous survey respondents identified Old Canemah Park as their favorite potential trail route.²

Inexplicably, the route in the subject application does not heed these comments, but places the proposed trail along the least favorite location—missing much of the preferred Old Canemah Park. Given the uniform opposition to this placement by the general public, the proposed design threatens the long term public adoption and use of the trail. This segment will place trail users directly next to the speeding traffic on Highway 99, along with the concomitant noise, pollution, and danger. The route down Tumwater Drive across South Second Street also creates a dangerous crossing for path users because of the intersection's proximity to Highway 99. Accordingly, this placement violates several of the project goals adopted by the Community Advisory Group and planning staff, including:

- Minimize risk and conflicts between automobile traffic, bicycle traffic, and pedestrians.
 - Celebrate experiences of nature while protecting and enhancing native vegetation and habitat within the corridor.
 - Discourage criminal activity and provide a secure environment for all users.
 - Responsibly utilize public funds to provide a high-quality trail experience both now and into the future.
- 2. The alternative route on South End Road (High Street) is safer and more attractive.**

The Community Advisory Group strongly considered an alternative route along South End Road into Old Canemah Park above the PGE substation. In fact, in a

¹ Greenway for a Day Event | July 29, 2017; Report and Results, at 4; *see also* Ex. 1 at 17 and 57.

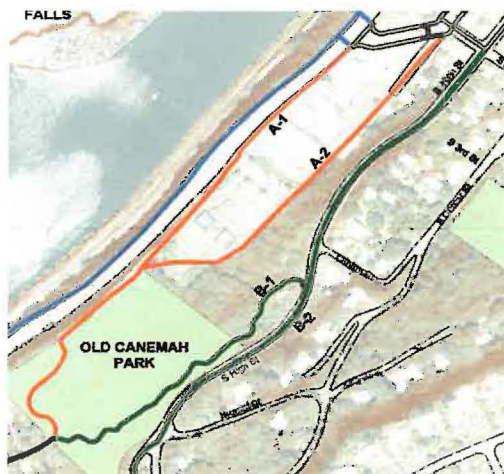
² *Id.* at 3.

Oregon City Planning Commission

November 13, 2017

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public comment (Ex.³ 3 at 5-6), one member of the advisory group explains that the group was evenly split between the South End Road (High Street) route and the segment advanced and ultimately proposed by the City.



The South End Road (High Street) trail route shown above (B-1)⁴ is vastly superior because (a) it is not on Highway 99 or along the PGE substation, (b) the street is in a heavily-wooded area that provides pleasant scenery and shade, (c) the route would run the entire length of Old Canemah Park, and (d) the crossing of South Second Street could occur at a safer location for pedestrians (at High Street and South End Road). In fact, there is already a trail into Old Canemah Park from South End Road:

³ All references to Exhibits are to the attachments submitted by the City for LE 17-02, file # PC 17-136.

⁴ In the feasibility evaluation (Ex. 1), the City included this segment in Alternative C, but did not place the trail through Old Canemah Park, instead using B-2 above)—which is far inferior.

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Of course, South End Road is not without some drawbacks. There can be traffic at times, but South End Road could have wide shoulders in most places, and speed dampers could be utilized to limit conflict between trail users and cars.

3. The proposed condemnation of private property or exaction effort will be very expensive.

It appears that the McLoughlin-Canemah Trail Plan Community Advisory Group did not prefer (or more accurately split the preference) for the current design along Highway 99 and the PGE substation until they were told that the South End route would present geotechnical difficulties and thus would cost substantially more to construct.⁵ The final evaluation show, however, that even by the City's own estimates, the cost of the two trail routes would be very similar. (Ex. 1 at 75.)

But, the City's estimate for the cost of constructing the currently proposed route is based on flawed assumptions. The planning-level cost estimates for the proposed route, does not show any cost for the taking of private property. (Ex. 1 at 75, 77-80.) It appears that the City believes it can avoid this cost by making the property owners dedicate land and construct the trail as part of any future redevelopment. See Ex. 1 at 62 ("improvements packaged into re-development."). But the City cannot reasonably force the property owners to provide land or force them to build a trail as a

⁵ See minutes from McLoughlin-Canemah Trail Plan Community Advisory Group Meeting #2, August 15, 2017, and Meeting #3, September 21, 2017.

Oregon City Planning Commission
November 13, 2017
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condition of development because the trail is not related to the impact from the development. *Kountz v. St. Johns River Water Management District*, 133 S. Ct. 2586, 2595 (2013)⁶.

The cost to condemn or take private property through unconstitutional exactions from at least three owners—destroying several buildings—will be substantial. In addition to the legal costs, the property owners will be entitled to the fair market value of the land taken and the reduction of the remaining property values. *State By & Through Dep't of Transp. v. Lundberg*, 312 Or 568, 574, 825 P2d 641, *cert den*, 506 US 975 (1992). This fair market value is not based on the current use of the property, but its highest and best use. *State By & Through State Highway Comm'n v. Assembly of God, Pentecostal, of Albany*, 230 Or 167, 176, 368 P2d 937 (1962). Future land regulations or public projects—such as the Willamette Falls Legacy Project—are relevant considerations for determining the fair market value of the fairest and best use of the property. *Unified Sewerage Agency of Washington Cnty. v. Duyck*, 33 Or App 375, 377, 576 P2d 816 (1978). Furthermore, if the severance of the property by the trail leaves too small of remnant for future development, the property owners will be entitled to full value for that land too. *City of Lake Oswego v. Babson*, 97 Or App 408, 776 P2d 870, *rev den*, 308 Or 465 (1989).

In short, this segment of trail over private property will cost far more than the other portions, even if they require greater construction costs.

4. As presently designed, the proposed Trail Plan is not in compliance with the Comprehensive Plan.

Because of the cost and safety issues identified above, the current design of the McLoughlin-Canemah Trail in the proposed amendments to the Oregon City Transportation System Plan, Parks Master Plan, and Trails Master Plan does not comply with the City's comprehensive plan. Among other criteria that are not met, the current trail design through private property and along Highway 99 and the PGE substation does not comply with the following criteria:

Goal 2.1. Efficient Use of Land. Ensure that property planned for residential, commercial, office, and industrial

⁶ "the government may choose whether and how a permit applicant is required to mitigate the impacts of a proposed development, but it may not leverage its legitimate interest in mitigation to pursue governmental ends that lack an essential nexus and rough proportionality to those impacts."

Oregon City Planning Commission
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uses is used efficiently and that land is developed following principles of sustainable development.

The placement of the trail directly through private property that would force closure of a longtime business is not an efficient use of land. Likewise, splitting properties in a way that leaves small remainder properties that are difficult to impossible to use violates Goal 2.1.

*Policy 11.1.1. Ensure adequate public funding for the following public facilities and services, if feasible: * * * Transportation infrastructure * * **

Policy 11.1.5. Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Unnecessarily placing the trail so as to split private property will result in much higher costs and less funding for other transportation infrastructure, including other development related to the McLoughlin-Canemah Trail. This condemnation or attempted exaction of private property for a trail does not complement the current use of surrounding land.

Policy 11.1.7. Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

The cost estimates included in the proposed amendments for this section of the trail are not reasonable and lacks a factual basis.

Goal 12.5. Safety. Develop and maintain a transportation system that is safe.

Policy 12.5.2. Identify and implement ways to minimize conflict points between different modes of travel.

As repeatedly stated in survey responses, the placement of the trail along Highway 99 is not safe and is undesirable. Furthermore, the location of the trail across South Second Street at Tumwater Drive is dangerous (as evidenced by the \$80,000 in

Oregon City Planning Commission
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safety improvements planned for this intersection). The current design violates these criteria because safer routes are available.

Policy 12.8.1. Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.

The placement of the trail to split private property (necessitating expensive condemnation proceedings or takings litigation), over dangerous intersections, and along busy highways does not maximize the efficiency of the transportation system, nor minimize the required financial investment.

5. Conclusion.

Our client supports the construction of a McLoughlin-Canemah Trail, but asks the Planning Commission to alter the present design so that it does not needlessly bisect private property owners, waste City funds, and result in a less desirable trail.

The South End Road (High Street) trail route is far superior to the segment proposed by the City across private property and along Highway 99. This route offers a wooded setting, greater safety, and possible future expansion as reliance on cars is diminished. Placing the trail route on or even near Highway 99 threatens the long-term public adoption and use of the entire shared-use path, potentially wasting the substantial public investment in the McLoughlin-Canemah Trail project.

Please contact me with any questions or concerns.

Very truly yours,



William L. Rasmussen, P.C.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

January 16, 2018

Mr. Phil Lewis
Community Services Director
City of Oregon City
625 Center St.
Oregon City, OR 97045

RE: McLoughlin to Canemah Trail Plan

Dear Phil:

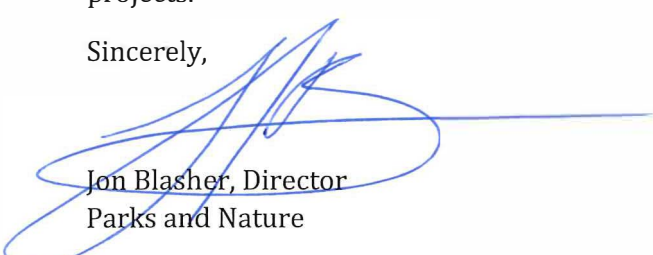
Congratulations on completing the McLoughlin to Canemah Trail Plan and recommending it for the City of Oregon City's review and approval. We understand this trail plan is providing a recommendation for a preferred alignment from the site of the Willamette Falls Legacy Project to the Canemah Children's Park located adjacent to Metro's Canemah Bluff Natural Area. This future trail will complement many key projects Metro and the City are working on: Willamette Falls River Walk, Canemah Bluff Natural Area, Newell Creek Canyon Nature Park, and the Oregon City Trail Loop/Newell Creek Canyon Trail. Once completed, the trail will allow people to connect with the river and the Willamette River Greenway. This concept has been a city, regional and state goal for more than 50 years with the Oregon State Legislature endorsing the idea in 1967.

Mel Huie, Metro's regional trails coordinator, served on the technical advisory committee for the plan and reports that the process was fair and open, with broad representation from key stakeholders. He found the research, analysis and public engagement efforts to be thoughtful and well conducted. We are particularly glad to see a cooperative planning effort with ODOT to plan the trail along Hwy. 99E.

Following up on the recent trail and overlook improvements completed in Canemah Bluff Natural Area, Metro continues to be interested in future planning for this regionally significant nature park. In the coming years we hope to identify funding that would allow us to develop a master plan for this site. This study would address among other things, the natural resource and conservation goals, level of access and if the conceptual "Oregon City Loop Trail" should continue through the natural area. Working with the City will be critical to establishing this vision. Once funding is secured, we look forward to working with you on this effort.

Congratulations once again on your progress and I look forward to continuing conversations about how Metro Parks and Nature can work with you and the City on your natural areas and trail projects.

Sincerely,



Jon Blasher, Director
Parks and Nature

cc: Dan Moeller, Lisa Goorjian, Rod Wojtanik, Mel Huie – Metro
Kelly Reid – Oregon City

From: [james nicita](#)
To: [Kelly Reid](#)
Subject: Re: McLoughlin-Canemah Trail Plan update
Date: Saturday, January 13, 2018 2:18:49 PM
Attachments: [2010-11-17_City Commission Budwin Property Purchase\).PDF](#)

Kelly,

At the last Planning Commission meeting addressing the McLoughlin-Canemah Trail Plan, Commissioner Espe requested that I supply information regarding the City Commission's 2010 purchase of a large parcel in Canemah, known as the Budwin property, for park purposes.

I have assembled the attached package, and respectfully request that it be included in the record of each of the meetings on the McLoughlin-Canemah Trail Plan described below.

Thank you.

Jim Nicita
Oregon City

From: Kelly Reid <kreid@orccity.org>
Sent: Thursday, January 11, 2018 5:17:08 PM
Subject: McLoughlin-Canemah Trail Plan update

Good Morning all,

The purpose of this email is to provide an update to interested parties regarding the McLoughlin-Canemah Trail Plan. The Advisory Group met for a fourth meeting last month, and the final alignment has been slightly revised.

The revised draft plan has been posted on the City website – you can download it here:

https://www.orccity.org/sites/default/files/fileattachments/planning/page/11196/2018mct_finalreport_january_reduced.pdf

If you want more in depth explanation of why the changes were made, meeting notes have been posted on the project webpage here: <https://www.orccity.org/planning/mcloughlin-canemah-trail-plan>

Upcoming meetings and presentations include:

Transportation Advisory Committee: **Tuesday January 16th** at 6PM, City Hall
Clackamas County Historical Society: **Monday January 22nd** 5PM at the museum
Parks and Rec Advisory Committee: **Thursday January 25th** 7PM, City Hall
Planning Commission public hearing: **Monday February 12th** 7PM, City Hall

You are welcome to attend any of the City Hall meetings. If you can only attend one, I would suggest the Planning Commission on February 12th. The other meetings are more informational with the aim to seek feedback and endorsement from those groups.

Public comments are always encouraged and welcome and will be added to the record for the Planning Commission. Feel free to email, write a letter, or testify at the meeting.

Thank you!

Kelly Reid, AICP
Planner, City of Oregon City
(503) 496-1540

kreid@orccity.org

AGENDA
City of Oregon City, Oregon
WEDNESDAY, NOVEMBER 17, 2010

REGULAR MEETING OF THE CITY COMMISSION
7:00 P.M.

City Commission:

Alice Norris, Mayor
Doug Neeley, Commission President
James Nicita
Rocky Smith, Jr.
Daphne Wuest

Meeting held at:

City Hall
Commission Chambers
625 Center Street
Oregon City, OR 97045
503-657-0891

1. Convene Regular Meeting of November 17, 2010, and Roll Call
2. Flag Salute
3. Ceremonies, Proclamations, Presentations
 - a. Oath of Office - Oregon City Police Department
Officer Tracy Weiland
Officer Jo Robinson
4. Citizen Comments

This section of the agenda allows citizens up to 3 minutes to present information relevant to the City, not related to items on the agenda. As a general practice, the City Commission does not engage in discussion with those making comments. Prior to speaking, citizens should fill out a form (available in the back of the Chambers) and hand it to the City Recorder. Begin speaking by stating your name and residing city.
5. Adoption of the Agenda
6. Public Hearings
7. General Business
 - a. Decision regarding Eastham School Purchase for the Oregon City Library
Staff: Maureen Cole, Library Director
 - b. Resolution No. 10-30, Oregon City Garbage, B&B Leasing, Proposed Solid Waste Rate Adjustment
Staff: David Wimmer, Finance Director
 - c. Purchase of Property for Park and Open Space Purposes
Staff: Scott Archer, Community Service Director
 - d. Amendment Number 01 Local Agency Agreement No. 25,074, Between ODOT and Oregon City, For Construction and Addition of 2009 Oregon Jobs and Transportation (JTA) Funds for OR 213: I-205 - Redland Road O'xing (Oregon City) (aka Jughandle) Project
Staff: Nancy Kraushaar, City Engineer and Public Works Director
 - e. Purchase of Wetland Credits from Foster Creek Wetland Mitigation Bank and Mud Slough Wetland Mitigation Bank to Comply with Department of State Lands (DSL) Permit #0044900 for Wetlands Mitigation Relating to OR 213: I-205 - Redland Road O'xing (Oregon City)

7. General Business

Project and in Accordance with Local Agency Agreement No. 25,074 Amendment Number 01
For Construction and Expenditure of JTA Funds
Staff: Nancy Kraushaar, City Engineer and Public Works Director

- f. Resolution No. 10-31, Adoption of the Manual for Boards and Commission
Staff: Nancy Ide, City Recorder
- g. Minutes of the November 3, 2010 Regular Meeting
Staff: Nancy Ide, City Recorder

8. Consent Agenda

This section allows the City Commission to consider routine items that require no discussion and can be approved in one comprehensive motion. An item may only be discussed if it is pulled from the consent agenda.

9. Communications

- a. City Manager
- b. Mayor
- c. Commissioners

10. Adjournment

ORDER OF THE VOTE NO. 3
Wuest, Smith, Nicita, Neeley, Norris

Citizen Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but **not listed on the agenda**.

- Complete a Comment Card **prior to the meeting** and submit it to the City Recorder.
- When the Mayor calls your name, proceed to the speaker table and state your name and city of residence into the microphone.
- Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer at the dais.
- As a general practice, the City Commission does not engage in discussion with those making comments.

If you wish to speak to an item **on the agenda**, complete the Comment Card, submit it to the City Recorder, and the Mayor will call your name when the item is addressed on the agenda.

Agenda Posted November 10, 2010 at City Hall, Pioneer Community Center, Library, [City Web site](#).

Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at www.orcity.org and available on demand following the meeting. The meeting can be viewed live on [Willamette Falls Television](#) on Channels 23 and 28 for Oregon City and Gladstone residents; Channel 18 for Redland residents; and Channel 30 for West Linn residents. The meetings are also rebroadcast on WFTV. Please contact WFTV at 503-650-0275 for a programming schedule.

City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City Recorder prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

**CITY OF OREGON CITY
CITY COMMISSION
MEETING MINUTES**

November 17, 2010

1. [Convene Regular Meeting of November 17, 2010, and Roll Call](#)

Roll Call: Mayor Alice Norris; Commissioner Doug Neeley; Commissioner Rocky Smith, Jr.; and Commissioner James Nicita.

Staff Present: David Frasher, City Manager; Nancy Ide, City Recorder; Nancy Kraushaar, City Engineer and Public Works Director; Scott Archer, Community Services Director; David Wimmer, Finance Director; Jim Loeffler, Human Resources Director; Mike Conrad, Police Chief and Public Safety Director; Maureen Cole, Library Director; Teri Bankhead, Assistant to the City Manager; Tony Konkol, Community Development Director; and Dan Drentlaw, Economic Development Manager; Ed Sullivan, City Attorney.

Mayor Norris called the meeting to order at 7:00 p.m.

2. [Flag Salute](#)

3. [Ceremonies, Proclamations, Presentations](#)

a. **Oath of Office -Oregon City Police Department Officer Tracy Weiland Officer Jo Robinson**

Mike Conrad, Police Chief and Public Safety Director, introduced the new officers.

Mayor Norris administered the Oath of Office for Officer Tracy Weiland and Officer Jo Robinson.

4. [Citizen Comments](#)

There were no citizen comments.

5. [Adoption of the Agenda](#)

The agenda was adopted as presented.

6. **Public Hearings**

7. **General Business**

a. [Decision regarding Eastham School Purchase for the Oregon City Library](#)

Mike McCoy of B&B Leasing discussed the reasons for the rate increase.

Commissioner Nicita requested a public hearing regarding the increase before a decision was made.

The Commission would hold a public hearing at their next meeting and make a decision after the hearing.

c. **Purchase of Property for Park and Open Space Purposes**

Scott Archer explained the proposed real estate agreement for the purchase of 7.2 acres in the Canemah area for park and open space purposes. The price was \$120,000 plus shared closing costs. The funds came from the Metro local share allocation from the 2006 open spaces bond measure. There was a due diligence period and the City had until December 31 to close on the property. The Parks and Recreation Advisory Committee would review the purchase at their meeting on December 2. Mr. Archer recommended the Commission approve the purchase and he would bring back the input from the Committee. The Council would still have the option to stop the transaction if need be.

Paul Edgar of Oregon City expressed the Canemah Neighborhood Association's support for the purchase.

Motion by Commissioner James Nicita, second by Commissioner Rocky Smith, Jr. to approve the real estate agreement for a purchase in the amount of \$120,000 plus closing costs for approximately 7.2 acres of property in the Canemah area for park and open space purposes and to direct Mr. Archer to bring this item before the Parks and Recreation Advisory Committee during the due diligence phase.

A roll call was taken and the motion passed with Mayor Alice Norris, Commissioner Doug Neeley, Commissioner Rocky Smith, Jr., and Commissioner James Nicita voting aye. [4:0:0]

d. **Amendment Number 01 Local Agency Agreement No. 25,074, Between ODOT and Oregon City, For Construction and Addition of 2009 Oregon Jobs and Transportation (JTA) Funds for OR 213: I-205 -Redland Road O'xing (Oregon City) (aka Jughandle) Project**

Nancy Kraushaar, City Engineer and Public Works Director, said there had been a thorough review of the Local Agency Agreement by ODOT, Oregon City staff, and the City Attorney's office and staff was recommending approval.

Motion by Commissioner James Nicita, second by Commissioner Doug Neeley to approve Amendment No. 01 to the Local Agency Agreement between ODOT and Oregon City for the Jughandle project.

A roll call was taken and the motion passed with Mayor Alice Norris, Commissioner Doug Neeley, Commissioner Rocky Smith, Jr., and Commissioner James Nicita voting aye. [4:0:0]

e. **Purchase of Wetland Credits from Foster Creek Wetland Mitigation Bank and Mud Slough Wetland Mitigation Bank to Comply with Department of State Lands (DSL) Permit #0044900 for Wetlands Mitigation Relating to OR 213: I-205 -Redland Road**

Commissioner Neeley said he wanted citizens to have the opportunity to comment on issues that were on the agenda. A sentence would be added to address the concern.

William Gifford of Oregon City asked how the manual would be distributed and if there would be an established review period for the document. Ms. Ide explained the manual would be distributed to all current and new board and commission members and be posted to the City's Web site. There could be an annual review.

Due to the addition regarding public comment, this item would be placed on the Consent Agenda for the next Commission meeting.

g. **[Minutes of the November 3, 2010 Regular Meeting](#)**

Motion by Commissioner Rocky Smith, Jr., second by Commissioner James Nicita to approve the minutes of the November 3, 2010 Regular Meeting.

A roll call was taken and the motion passed with Mayor Alice Norris, Commissioner Doug Neeley, Commissioner Rocky Smith, Jr., and Commissioner James Nicita voting aye. [4:0:0]

8. **Consent Agenda**

9. **Communications**

a. **[City Manager](#)**

Mr. Frasher had been doing performance evaluations of senior staff. He was also working on changing the business license process, working with the Chamber to encourage businesses who wanted to expand to come to Oregon City, and would be attending the Oregon Business Plan meeting. Regarding Commissioner Nicita's concern about traffic safety on Highway 99E and the Canemah neighborhood, Ms. Kraushaar wrote a letter to ODOT expressing the concern. The Commission would be notified when a response came back.

b. **Mayor**

Mayor Norris appointed Dan Holladay to the Clackamas Cable Access Board for a term to expire on December 31, 2012. She also announced a bridge event on January 15.

Mayor Norris left the meeting at 8:15 p.m.

c. **[Commissioners](#)**

Commissioner Smith appreciated the fact there were now 39 City police officers and the windows in the Ermatinger House were being replaced.

Commissioner Nicita attended an educational seminar on economic development sponsored by the League of Oregon Cities. He thought the City's web site should be more robust regarding economic development and business information.

Commissioner Neeley said he was working on the Boards and Committees liaison spreadsheet and talking to various advisory boards regarding appointments to the boards.

10. **Adjournment**

Commission President Neeley adjourned the meeting at 8:24 p.m.

Respectfully submitted,



Nancy Ide, City Recorder



COMMISSION REPORT: CITY OF OREGON CITY

TO:	Honorable Mayor and City Commission
FROM:	Scott Archer, Community Services Director
PRESENTER:	Scott Archer, Community Services Director
SUBJECT:	Purchase of Property for Park and Open Space Purposes
Agenda Heading: General Business	
Approved by: David Frasher, City Manager	

RECOMMENDED ACTION (Motion):

Staff recommends City Commission approval of the Real Estate Agreement for a purchase in the amount of \$120,00 plus closing costs for approximately 7.2 acres of property in the Canemah area for park and open spaces purposes.

BACKGROUND:

The City Commission previously identified the Canemah area as a targeted priority for acquiring open spaces with the available funding from the Metro Natural Areas regional bond measure (2006) Local Legacy Share Allocation. Oregon City's allocation from the Local Share program is \$988,728. To date, Oregon City has utilized \$525,000 of its Local Legacy Share Allocation funding towards the Glen Oak Road park property purchase. This property acquisition proposes to make use of a portion of the City's remaining balance of \$463,728 from the local share funding.

The parcel proposed to be purchased is ideally located within the identified area, and meets the criteria of the Local Legacy Share Allocation program. It is directly adjacent to the existing Metro regional open spaces within Canemah. The owner of the property is a willing seller, which is a requirement of the use of the Metro bond funds. The City and the seller believe the purchase price is well below market value, in part because the seller is motivated to have the property become park land. The major terms of the proposed purchase agreement are as follows:

- Purchase price is \$120,000.
- City and seller to each pay half of closing costs.
- Seller to pay all real estate commission fees.
- The agreement provides for a due diligence period through the closing date, which allows the City to cancel the purchase agreement for any reason during this time. This allows us to further investigate the property, such as performing an environmental assessment, to ensure there are no currently unknown issues or concerns with the property.
- Closing will occur no later than December 31, 2010 if City does not cancel agreement prior.

The Local Legacy Share Allocation funding is received via a reimbursement process; therefore the purchase will be made with our available Parks System Development Charges (SDC) fund. Reimbursement to this fund with the Metro funds will occur after purchase.

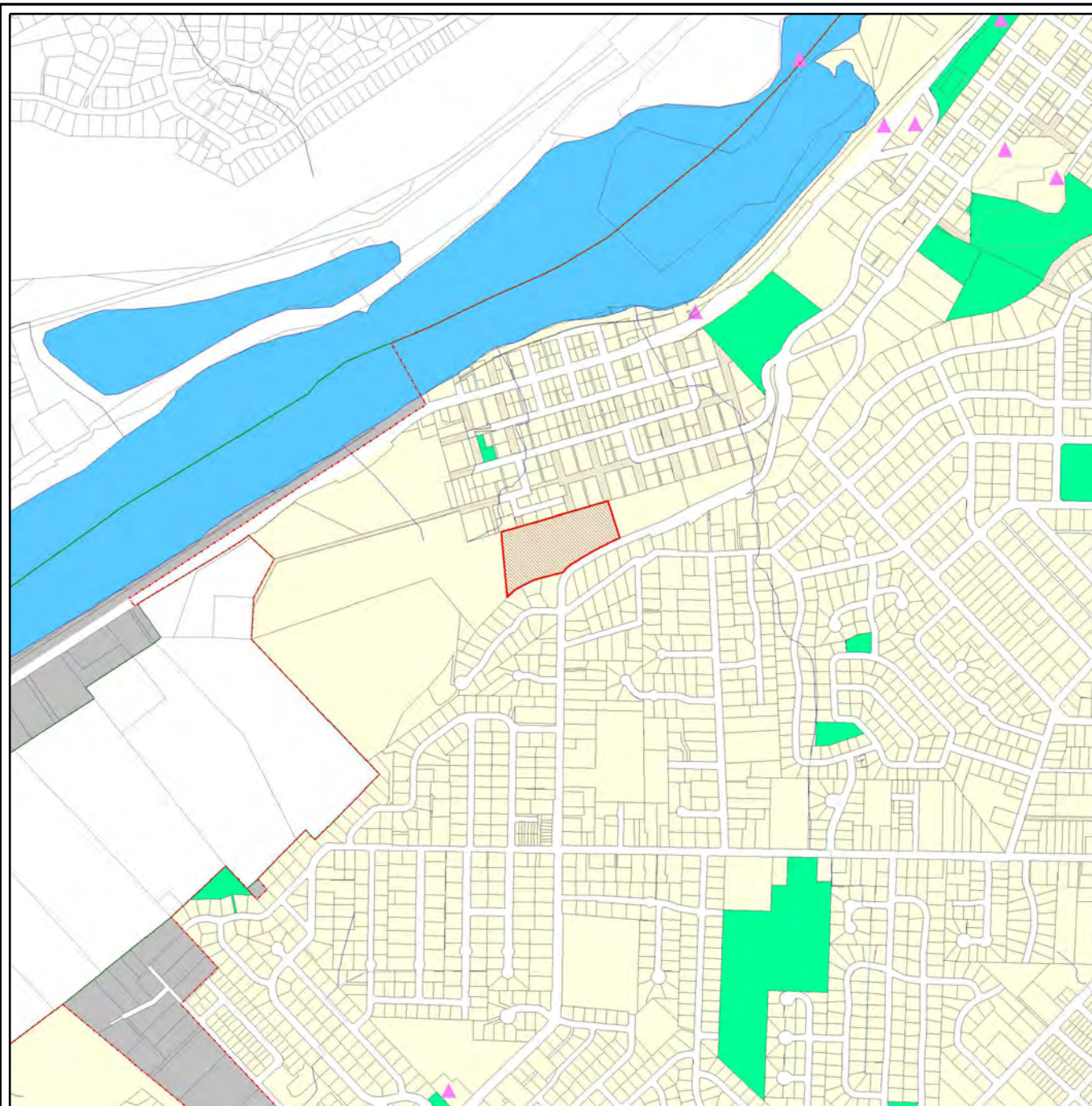
BUDGET IMPACT:

FY(s): 2010-11

Funding Source: Park System Development Charges funds

ATTACHMENTS:

Purchase Agreement
Maps



Canemah Budwin Property Acquisition view 1



4

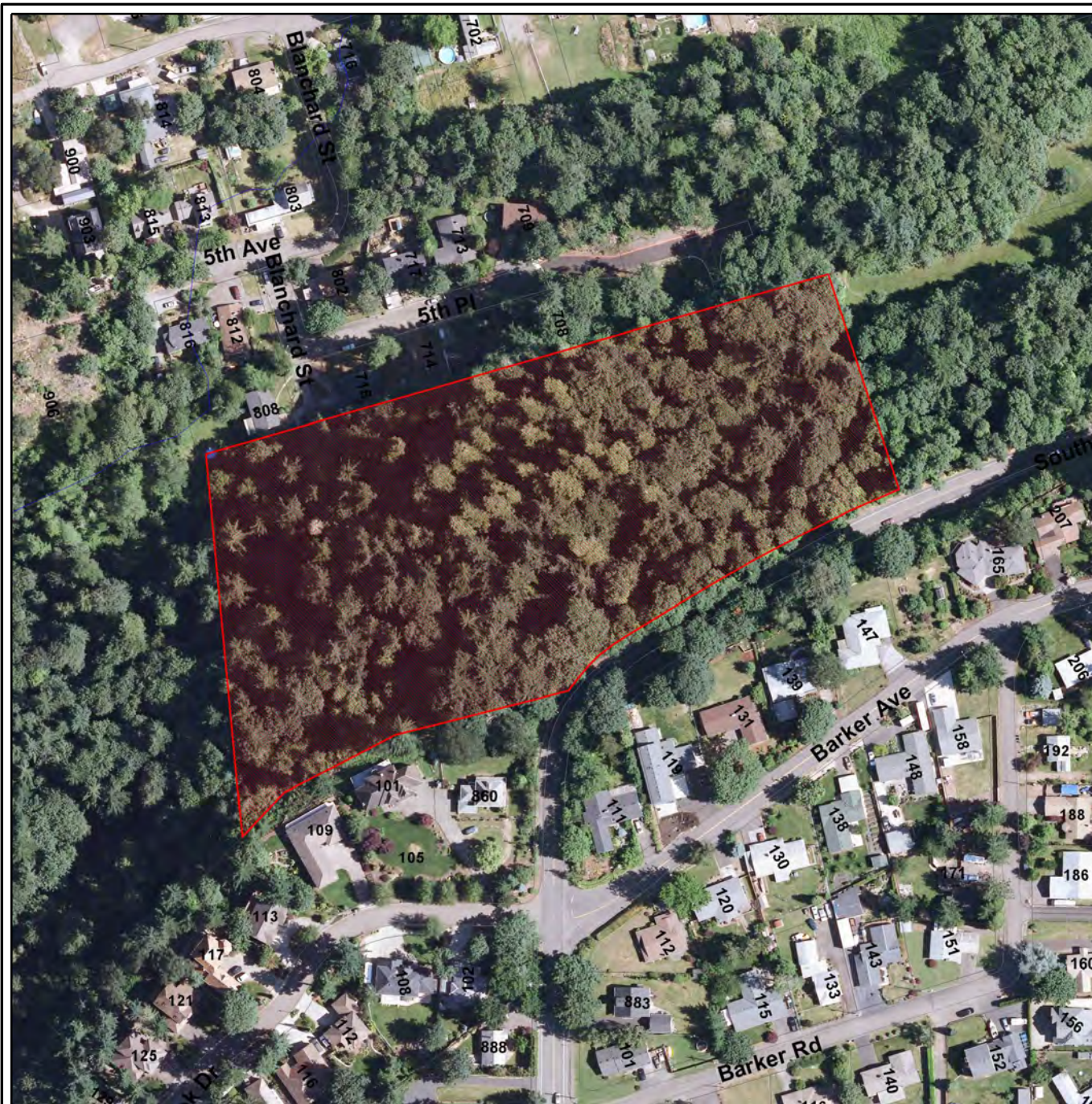


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11/09/2010



Canemah Budwin Property Acquisition view2



4

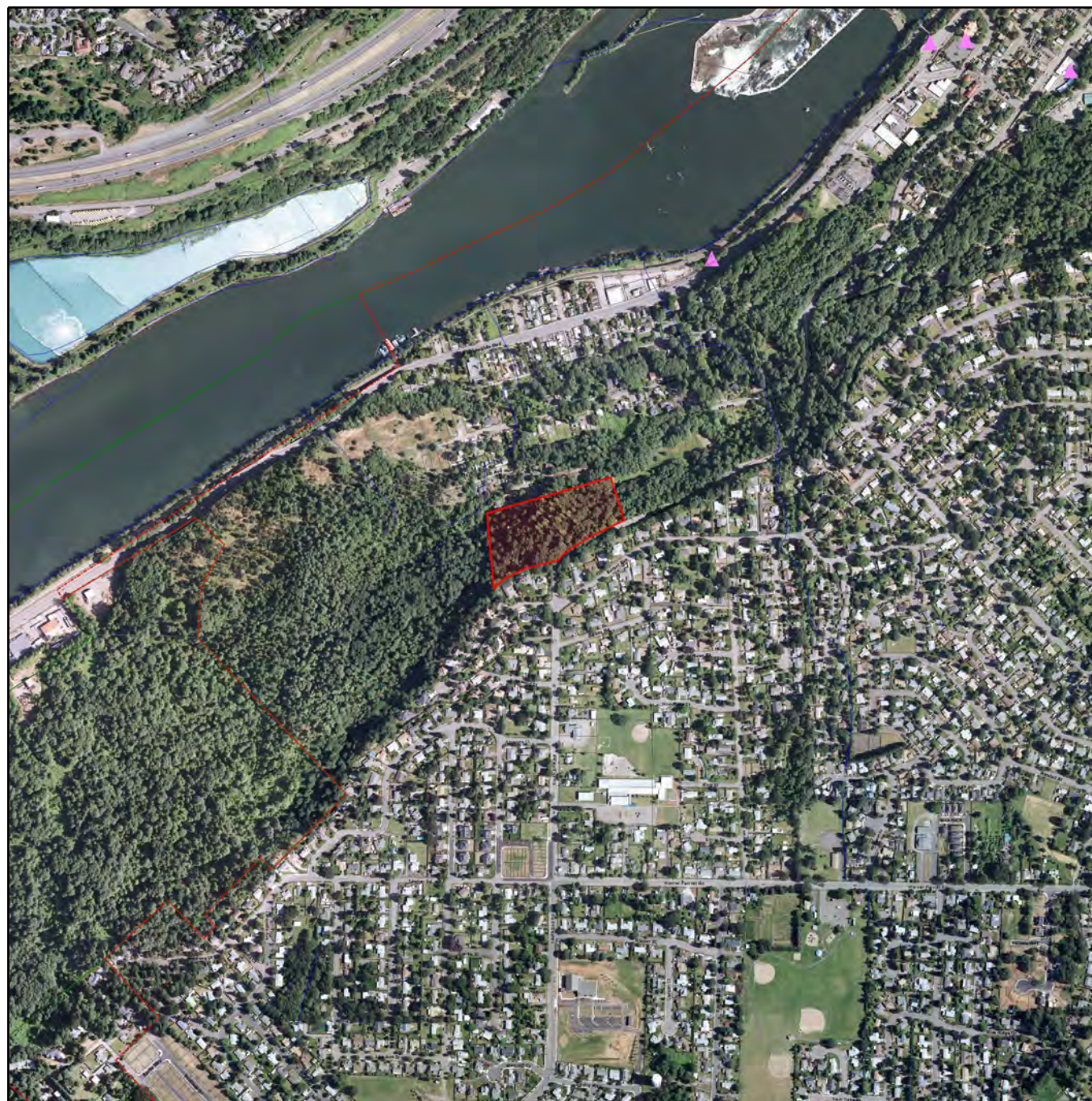


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Canemah Budwin Property Acquisition view3



4



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11/09/2010

From: [Jenna Barganski](#)
To: [Kelly Reid](#); [Wade](#)
Cc: [Bruce Hanson](#)
Subject: Re: McLoughlin-Canemah trail
Date: Thursday, February 08, 2018 2:07:13 PM

Hi Kelly,

We met and discussed the plan this morning. Though we support the trail, we still have some concerns regarding the pedestrian crossing at Tumwater and 2nd. With the amount of vehicle traffic that comes to MOOT and VFW for events, we suspect the back ups will be severe in a one-way-in, one-way-out scenario. The Tumwater entrance currently takes a lot of pressure off that intersection. I know that space is likely an issue, but would it be possible to explore a round-about solution, or add a left turn lane from 2nd onto Tumwater?

It was also brought up that street parking should be striped along Tumwater to be used to its maximum potential.

Thanks,

Jenna Barganski
Museum Manager & Volunteer Coordinator
Clackamas County Historical Society
Phone: (503) 655-5574

On Fri, Feb 2, 2018 at 4:38 PM, Kelly Reid <kreid@orccity.org> wrote:

Hi Bruce and Jenna,

I remember hearing that you were going to meet internally in early February regarding the trail project to determine an official CCHS response.

Please let me know if I can be helpful in any way.

I think one of the advantages of the Tumwater Drive left turn closure is that there may be additional space for on-street parking on Tumwater. We can work through details with you in the future when that portion of the project is underway.

The updated trail plan is shown on the website: <https://www.orccity.org/planning/mcloughlin-canemah-trail-plan>

Thanks and have a great weekend,

Kelly Reid, AICP, Planner

Oregon City Planning Division

[221 Molalla Ave, Ste. 200](#)

[Oregon City, OR 97045](#)

[\(503\) 496-1540](#)

kreid@orcity.org

City Website: www.orcity.org/planning

Mapping Tools: <https://maps.orcity.org>