



# City of Oregon City

625 Center Street  
Oregon City, OR 97045  
503-657-0891

## Meeting Agenda - Final Planning Commission

---

Monday, February 22, 2016

7:00 PM

Commission Chambers

---

**1. Call to Order**

**2. Presentations**

- 2a. Metro Associate Regional Planner Jeffrey Raker
- 2b. Presentation by Luke Norman - CCC Transportation System Coordinator
- 2c. Presentation by Vanessa Vissar - TriMet.

**3. General Business**

- 3a. L 15-01: Beaver Creek Road Concept Plan approval.

**Sponsors:** Planner Pete Walter

**Attachments:** [Commission Report](#)

[BRCP Memo from PC to CC](#)

[TriMet Letter of Support - Beaver Creek Concept Plan FINAL.pdf](#)

**4. Adoption of the Minutes**

- 4a. Adoption of Planning Commission Minutes for June 22 and August 10, 2015

**Sponsors:** Planner Pete Walter

**Attachments:** [PC Minutes 6.22.2015 Draft.pdf](#)

[PC Minutes 8.10.2015 Draft.pdf](#)

**5. Communications**

**Attachments:** [2015 Planning Division Statistics](#)

**6. Adjournment**

---

*Public 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 staff member.
- When the Chair 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, Oregon City Officers do not engage in discussion with those making comments.*

*Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site([oregon-city.legistar.com](http://oregon-city.legistar.com)).*

*Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at [www.orcity.org](http://www.orcity.org) and is available on demand following the meeting.*

*ADA: 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 staff member 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

625 Center Street  
Oregon City, OR 97045  
503-657-0891

## Staff Report

File Number: PC 16-033

**Agenda Date:** 2/22/2016

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 3a.

**From:** Planner Pete Walter

**File Type:** Planning Item

### **SUBJECT:**

L 15-01: Beaver Creek Road Concept Plan approval.

### **RECOMMENDED ACTION (Motion):**

Consider and approve memorandum recommending approval of LE 15-01 to the City Commission.

### **BACKGROUND:**

On January 25, 2016 the Planning Commission voted 6-0 to recommend approval of the Beaver Creek Road Concept Plan re-adoption to the City Commission with amendments to the staff report finding regarding Goal 5 resources, requesting that staff solicit comments from Tri-Met regarding the plan, and directing staff to prepare a memorandum from the Planning Commission to the City Commission to be placed in the record for the City Commission's consideration.

Please see attachments for inclusion in the City Commission record.

### **BUDGET IMPACT:**

Amount:

FY(s):

Funding Source:



## MEMORANDUM

To: City Commission  
From: Planning Commission  
Re: Beaver Creek Road Concept Plan Re-Adoption  
Date: February 12, 2016  
Meeting Date: February 22, 2016

---

The Planning Commission recommended that the City Commission approve Planning File LE 15-01, the Re-Adoption of the Beaver Creek Road Concept Plan (BRCP) on January 25<sup>th</sup>, 2016. This recommendation is based on our review of the original BRCP record compiled in 2008, along with oral testimony presented by the public and staff through four public hearings, and written materials submitted during an open-record period of approximately three months. Based on this lengthy and detailed review, the Planning Commission finds that the BRCP strikes an appropriate balance, achieving the community's vision for a complete and sustainable community with opportunities for Oregon City residents to live and work. The development of lands within the concept plan area will provide opportunities for employment, education, housing, education, recreation, open space, commercial amenities and most importantly, transportation options. Although we fully endorse adoption of this plan, we recommend that the Commission consider the following issues as part of its review:

### **Transportation Issues – Alternative Mobility Targets, Tri-Met Service and Holly Lane**

As the Commission is aware, implementing the BRCP will result in increased vehicle congestion in the Beaver Creek / Highway 213 interchange, which already exceeds ODOT's congestion thresholds. We heard testimony from ODOT officials in support of the planning process for the BRCP, and urge the City Commission to follow through with adoption of the alternative mobility standards as soon as staff is able to prepare them. These targets must be adopted prior to any re-zoning of the lands within the concept plan area.

Although the vast majority of the vehicle congestion at ODOT intersections within Oregon City is the result of vehicle trips that start and end outside of the City, and are beyond the regulatory control of the City, we are still responsible for good land use planning in accordance with the Oregon City Comprehensive Plan and the Metro Functional Growth Management Plan. Building on the adoption of the City's TSP, we are jointly responsible, along with Clackamas County, Metro, Tri-Met and



ODOT, to provide our residents with a safe, complete and functional transportation system with alternatives to travel by bicycle, walking, public transit, carpooling and other modes.

The Planning Commission believes that some of this congestion may be off-set through a robust partnership with Tri-Met to improve public transportation in this area. Therefore, the Planning Commission is scheduled to hear a presentation from Tri-Met during its meeting on February 22, where we intend to ask for a specific commitment from Tri-Met to provide improved service to Oregon City. Staff will supplement this record with the results from that meeting.

In addition, one of the ODOT recommended methods to address additional congestion is to improve existing parallel local streets, collectors and arterials to relieve traffic demand on state highways. The City's Transportation System Plan does this by calling for the extension of Holly Lane south of Maple Lane Road. Making these improvements may have the effect of increasing vehicle trips on that portion of Holly Lane north of Maple Lane Road located outside the UGB, in the County. As a result, the Planning Commission recommends that the City coordinate closely with the County in the future, adopting transportation plans and road design standards that acknowledge that these challenges are regional and will require joint solutions.

### **Cottage Manufacturing / Zoning**

The Planning Commission recommends that as part creating the implementing zoning for the BRCP, the City Commission direct staff to further analyze the issue of allowing expanded home occupation uses, also known as cottage manufacturing, within the mixed use and residential areas.

### **Goal 5 Cultural and Historic Resources**

The Planning Commission recommends that the language of the Staff Report dealing with Goal 5 resources reflect that newly discovered cultural and historic resources may be added to the City's inventory in the future and protected under *OCMC 17.40 Historic Overlay District*. The revised findings are to be included in the City Commission packet.

### **Summary**

In summary, we are satisfied that all of the issues raised through the initial round of public hearings for Re-Adoption of the Beaver Creek Road Concept Plan have been fully addressed through the proposed findings, subject to the concerns set forth above. For these reasons, we recommend approval.



February 2, 2016

Pete Walter  
Community Development Department, Planning Division  
City of Oregon City  
221 Molalla Avenue, Ste. 200  
Oregon City, Oregon 97045

Dear Pete,

TriMet is pleased to submit this letter of support for the Beavercreek Concept Plan, a project which Oregon City and TriMet staff have discussed on multiple occasions dating back to 2007 when the original plan was proposed. TriMet is committed to improving public access to growing communities in our region and meeting the mobility needs of Oregon City and Clackamas County residents.

Clackamas Community College has recently engaged TriMet concerning their master plan, which specifically recognizes the planned extension of Meyers Rd east of Hwy 213 to Beavercreek Rd. TriMet acknowledges the future potential for routing bus service in and out of the college campus via this new connection. We are supportive of the planned changes at the college to grow and serve more students, especially their willingness to add more bus parking capacity for future increases in transit service.

Additionally, through TriMet's Southeast Service Enhancement Plan initiative, TriMet staff have been coordinating with Oregon City staff, among other stakeholders, to assess transit service needs and identify improvements. The plan proposes future service for the Beavercreek Concept Plan area that will be made in coordination with the City of Oregon City and will be guided by the timing and scale of future development. This is a shared vision, so please share your thoughts with us at [trimet.org/southeast](http://trimet.org/southeast).

We recognize the Plan identifies several potential transit options and look forward to further working with the City on specific cost-effective transit solutions that support the City's vision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Lehto", is positioned above the printed name.

Alan Lehto  
Director of Planning & Policy



# City of Oregon City

625 Center Street  
Oregon City, OR 97045  
503-657-0891

## Staff Report

File Number: 16-099

**Agenda Date:** 2/22/2016

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 4a.

**From:** Planner Pete Walter

**File Type:** Minutes

Adoption of Planning Commission Minutes for June 22 and August 10, 2015

**RECOMMENDED ACTION (Motion):**

Review and adopt the minutes.

**BACKGROUND:**

Please see attached draft minutes.

**BUDGET IMPACT:**

Amount:

FY(s):

Funding Source:



# City of Oregon City

625 Center Street  
Oregon City, OR 97045  
503-657-0891

## Meeting Minutes - Draft

### Planning Commission

---

Monday, June 22, 2015

7:00 PM

Commission Chambers

---

#### Work Session

#### 1. Call to Order

*Chair Kidwell called the meeting to order at 7:00 PM.*

**Present:** 6 - Charles Kidwell, Tom Geil, Robert Mahoney, Zachary Henkin, Paul Espe and Damon Mabee

**Absent:** 1 - Denyse McGriff

**Staffers:** 1 - Tony Konkol

#### 2. Food Cart Update

*Tony Konkol, Community Development Director, discussed the 2015-2017 City Commission goals and Volunteer Appreciation Dinner on July 23. He then gave an update on the food cart issue. The City had been receiving interest from businesses to bring food carts in and concern from brick and mortar restaurants who had made the investments of SDCs and taxes about the impact of food carts. The existing policy was carts had to go through the same site and design review process as a stick built building, had to pay SDCs, and hook up to water and sewer. The way that policy had been adopted had come into question, and he proposed bringing forward a Code interpretation for the Planning Commission to consider adopting. The Code currently did not consider food carts, however they were allowed on the Blue Heron site and as part of outdoor markets and special events. If the Commission wanted to allow them, it would be dealt with at a future date with other Code changes.*

*The Commission was in agreement with staff's direction on this item.*

#### 3. Beaver Creek Road Concept Plan Update

*Mr. Konkol said the Beaver Creek Concept Plan was adopted by the City Commission in 2008. It was appealed up through LUBA and remanded back to the City due to a discrepancy between the Concept Plan being adopted and the 2040 growth concept map adopted by Metro. When this was remanded back to the City, the City Commission directed staff to begin the process to re-adopt the Concept Plan limiting the criteria to the findings supporting the infrastructure. It would come to the Planning Commission for public hearing in the fall/winter. The Concept Plan looked at creating a complete community on Beaver Creek Road.*

*There was discussion regarding what was included in the Plan and future development.*

#### 4. Willamette Falls Legacy Project Update



*Mr. Konkol gave an update on the Willamette Falls Legacy Project. The vision document had been adopted and the City met the requirements of the State for an appropriation of \$5 million for this project which was matched by Metro for another \$5 million. The property owner donated a 120 foot wide easement along the Willamette River as well as 20% of the long term operation and maintenance of the facility once it was constructed and up to \$900,000 towards the design and engineering of the River Walk. The first phase could begin construction in 2017. They also negotiated terms to buy the lease on the PGE dam. The bid had been awarded for the design and engineering of the River Walk and the scope of work was being negotiated. He reviewed the organizational chart for the whole site, funding for projects, and fact sheet of accomplishments and next steps.*

*There was discussion regarding the importance of strong partnerships and appropriately sizing and placing infrastructure.*

## **5. The Process of Preparing an Application for Planning Commission Review**

*Mr. Konkol appreciated the suggestions that had been submitted from the Planning Commission regarding preparing applications for the Commission's review.*

*Chair Kidwell said it was telling when the documents were large that the applicant was not meeting the approval criteria. He encouraged the Planning Department to challenge applicants to adjust their plans to meet the criteria rather than trying to get around it.*

*Mr. Konkol said more scrutiny was being put in for the completeness review and he explained the process. On each condition staff identified which department was responsible for that condition and created check lists to make sure those things were done.*

*There was discussion regarding variances and meeting approval criteria, whether or not to separate development issues and master plan issues, keeping testimony to the time limits and keeping questions relative to the criteria, how design review should not be subjective, and need for a comprehensive tree policy for the City.*

*Mr. Konkol said staff would give the due time to the more complex applications, break them up, and find an easier way to group the conditions to make them easier to read.*

## **6. Adjournment**

*Chair Kidwell adjourned the meeting at 8:40 PM.*



# City of Oregon City

625 Center Street  
Oregon City, OR 97045  
503-657-0891

## Meeting Minutes - Draft

### Planning Commission

---

Monday, August 10, 2015

7:00 PM

Commission Chambers

---

#### Work Session

#### 1. Call To Order

*Chair Kidwell called the meeting to order at 7:00 PM.*

**Present:** 5 - Charles Kidwell, Tom Geil, Paul Espe, Denyse McGriff and Damon Mabee

**Absent:** 2 - Robert Mahoney and Zachary Henkin

**Staffers:** 2 - Martin Montalvo and Tony Konkol

#### 2. Public Comments for Items Not on the Agenda

*There were no public comments on items not on the agenda.*

#### 3. [PC 15-190](#)

##### Meyers Road Extension Corridor Plan

*Martin Montalvo, Operations Manager, gave a presentation on the Meyers Road Extension Corridor Plan. This was a project in the City's Transportation System Plan and the goal was to set the project up for future funding. He introduced Elizabeth ??, John Replinger, Traffic Engineer, and Mike Hickey of David Evans and Associates.*

*Elizabeth ?? gave a context for the project as a Transportation System Plan project including zoning considerations, plan area, alignments, coordination with other projects, project management team, and public outreach.*

*Mr. Replinger discussed the transportation analysis for the future functionality of the plan taking into account the expected regional growth, Clackamas Community College expansion, and Beaver Creek Concept Plan. A lot of the land adjacent to Meyers Road was zoned Campus Industrial and he had done a worst case analysis where he considered more industrial development than was likely to occur. This would be revisited as applications came in for individual traffic analysis. He then explained the Meyers Road configuration, proposed typical cross section for the Meyers Road extension, Meyers Road/High School Avenue/Loder Road intersections, and conclusions from the traffic analysis.*

*Mr. Hickey discussed the pedestrian amenities including sidewalks and connections to the Clackamas Community College pathway. There was a 30 mph design speed because of the close proximity to the High School. There was a natural resource area and a biologist had done some analysis and mapped the area. The plan tried to avoid the natural resources as much as possible. He then discussed how this plan affected other TSP projects and explained the implementation of the Meyers Road extension.*

*There was discussion regarding speed reduction, extending the sidewalk from 5 feet*

*to 6 feet and reducing the proposed bike lane buffer, need for trees to line the street, use of raised turtle bumps or Reflective Pavement Markers between the travel lane and bike buffer, run off and bioswales, design of the culvert, predicted traffic on Meyers Road, signalization on Meyers, connections from Meyers to Douglas Loop to Clackamas Community College, and High School Avenue to Beavercreek Road, and addressing environmental issues.*

*Mr. Montalvo said this plan was the best representation of trying to account for property owner rights, the interest of the public, safety, and the environment.*

*Ronald Saunders, resident of Oregon City, had 23 acres and was the largest property owner in this area. He purchased the property as a long term investment. He had no plans to develop it now, but would like it to be something that benefitted the City. He thought Meyers Road should be straightened out instead of keeping the curves.*

#### **4. Communications**

*There were no communications.*

#### **5. Adjournment**

*Chair Kidwell adjourned the meeting at 8:38 PM.*



# City of Oregon City

625 Center Street  
Oregon City, OR 97045  
503-657-0891

## Staff Report

File Number: 16-082

---

**Agenda Date:** 2/22/2016

**Status:** Agenda Ready

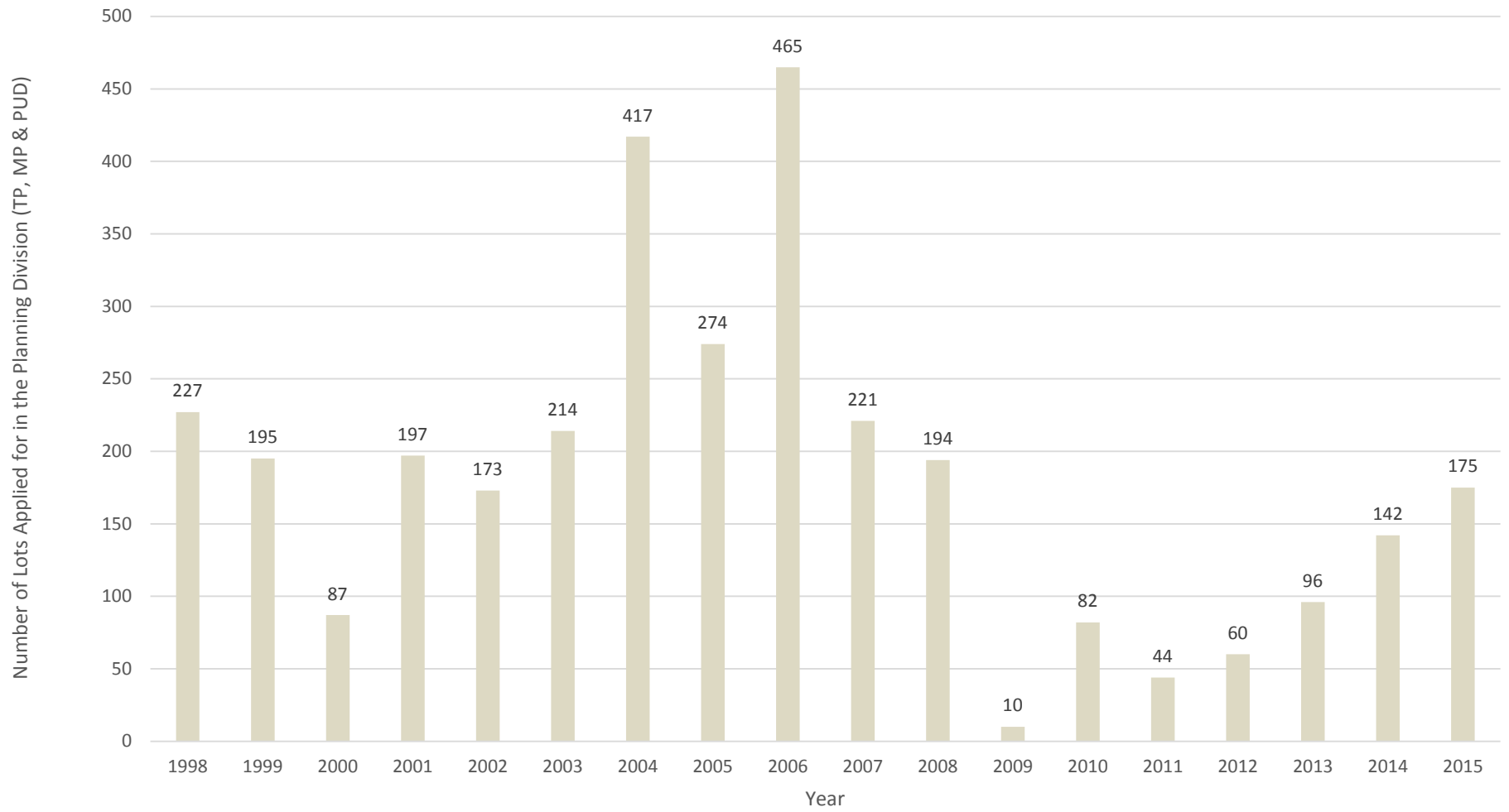
**To:** Planning Commission

**Agenda #:**

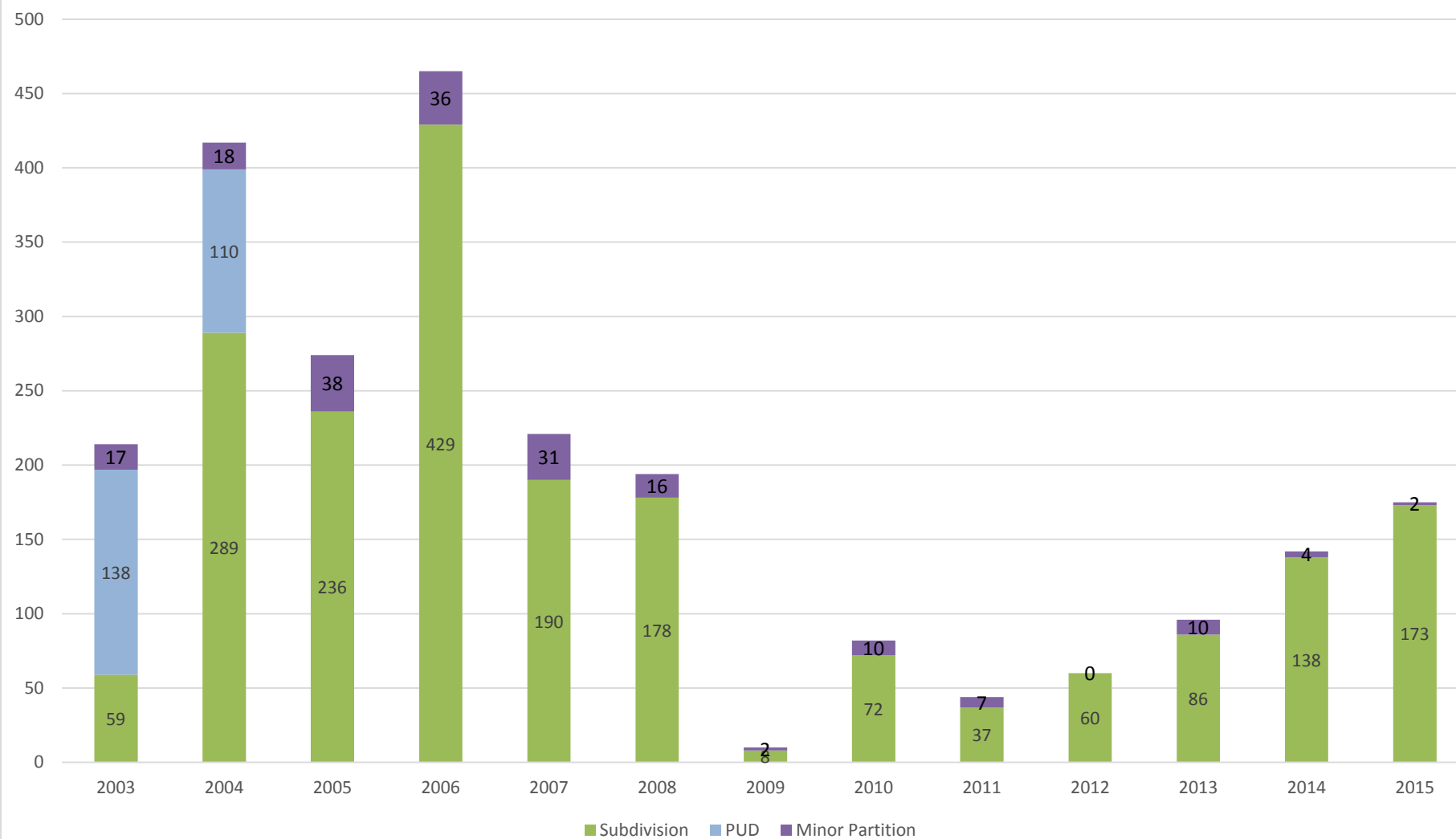
**From:**

**File Type:** Presentation

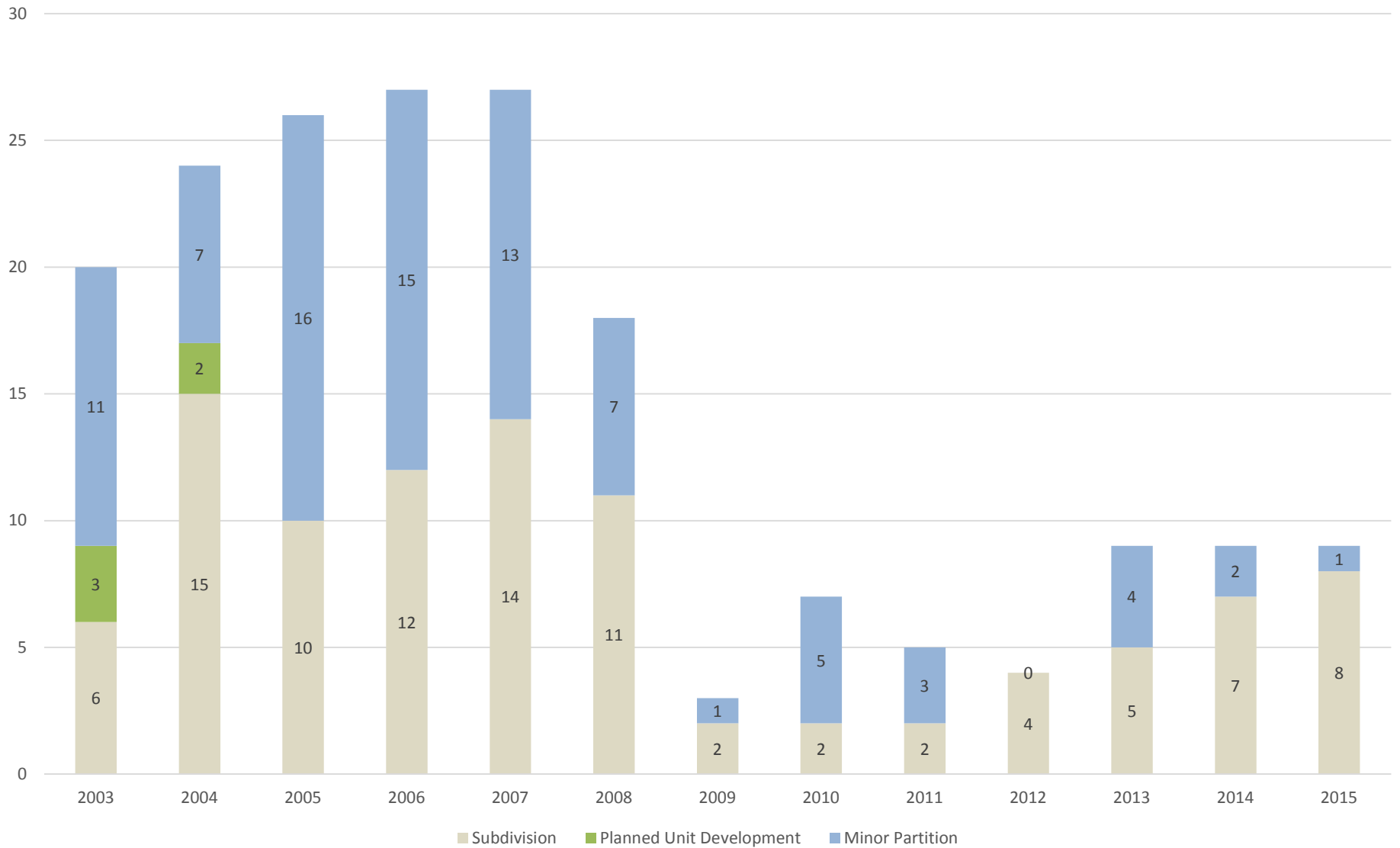
## Lots Applied For in Oregon City



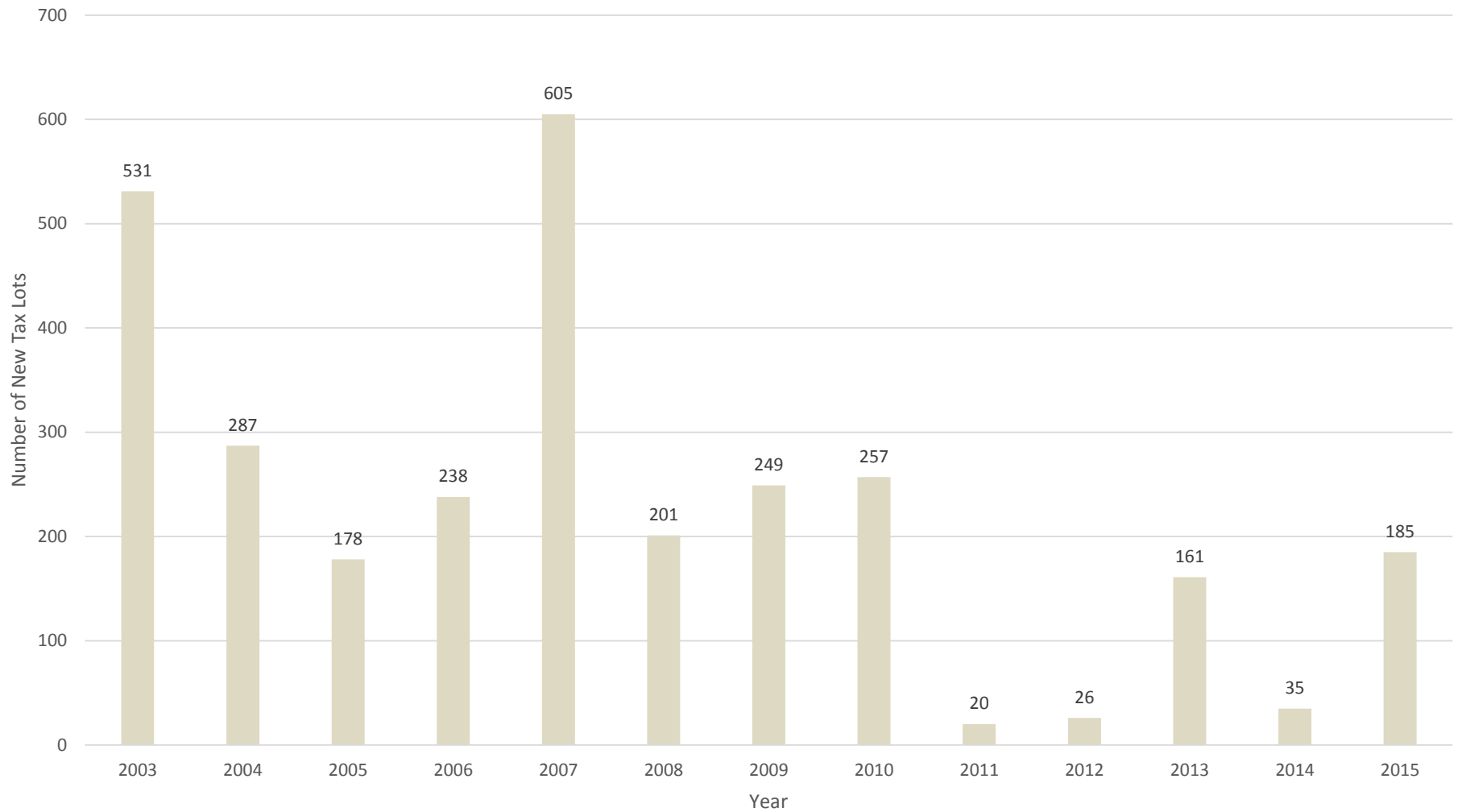
Number of New Lots Proposed to the Oregon City Planning Division by Year



Number of Land Division Applications Submitted to the Oregon City Planning Division by Year

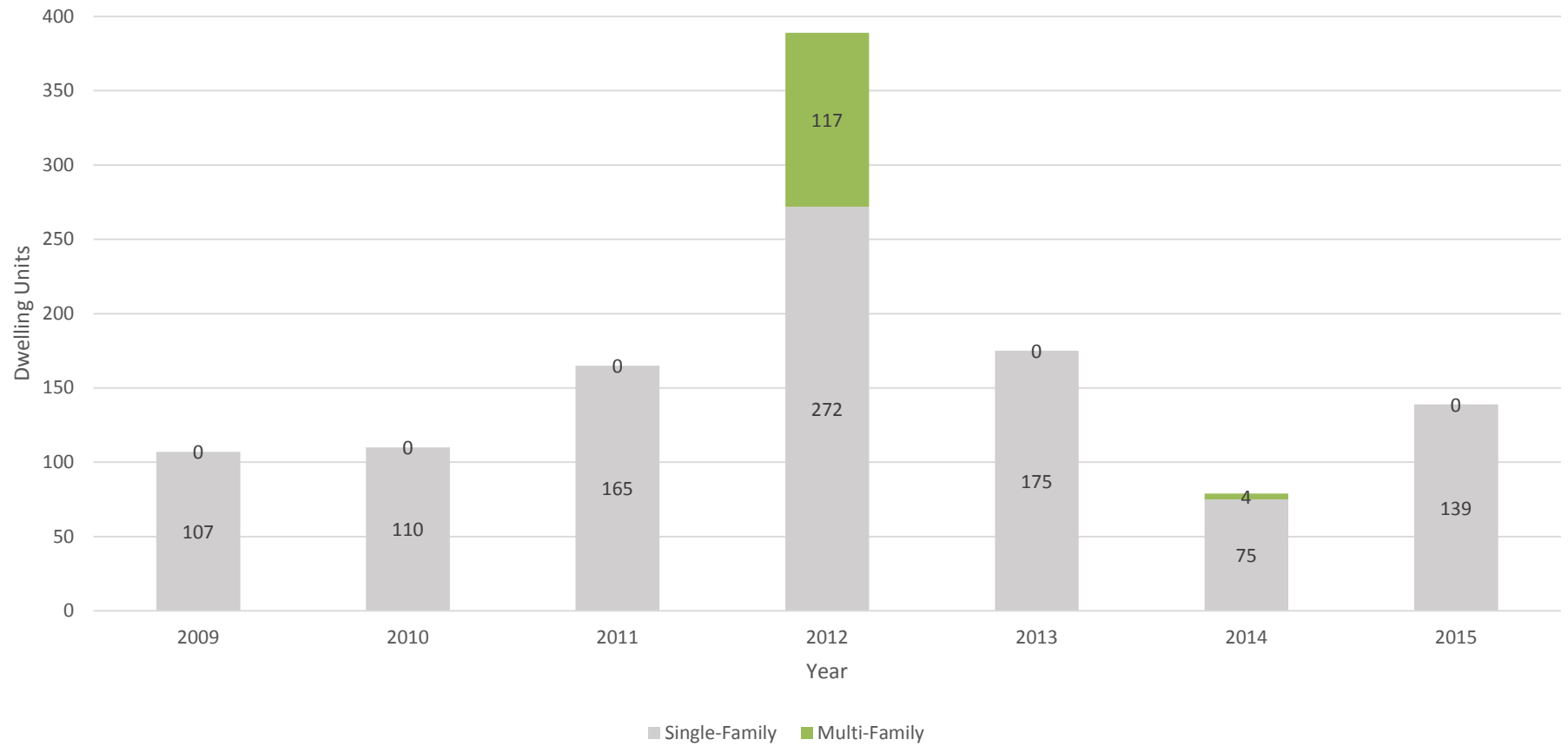


## New Tax Lots in Oregon City

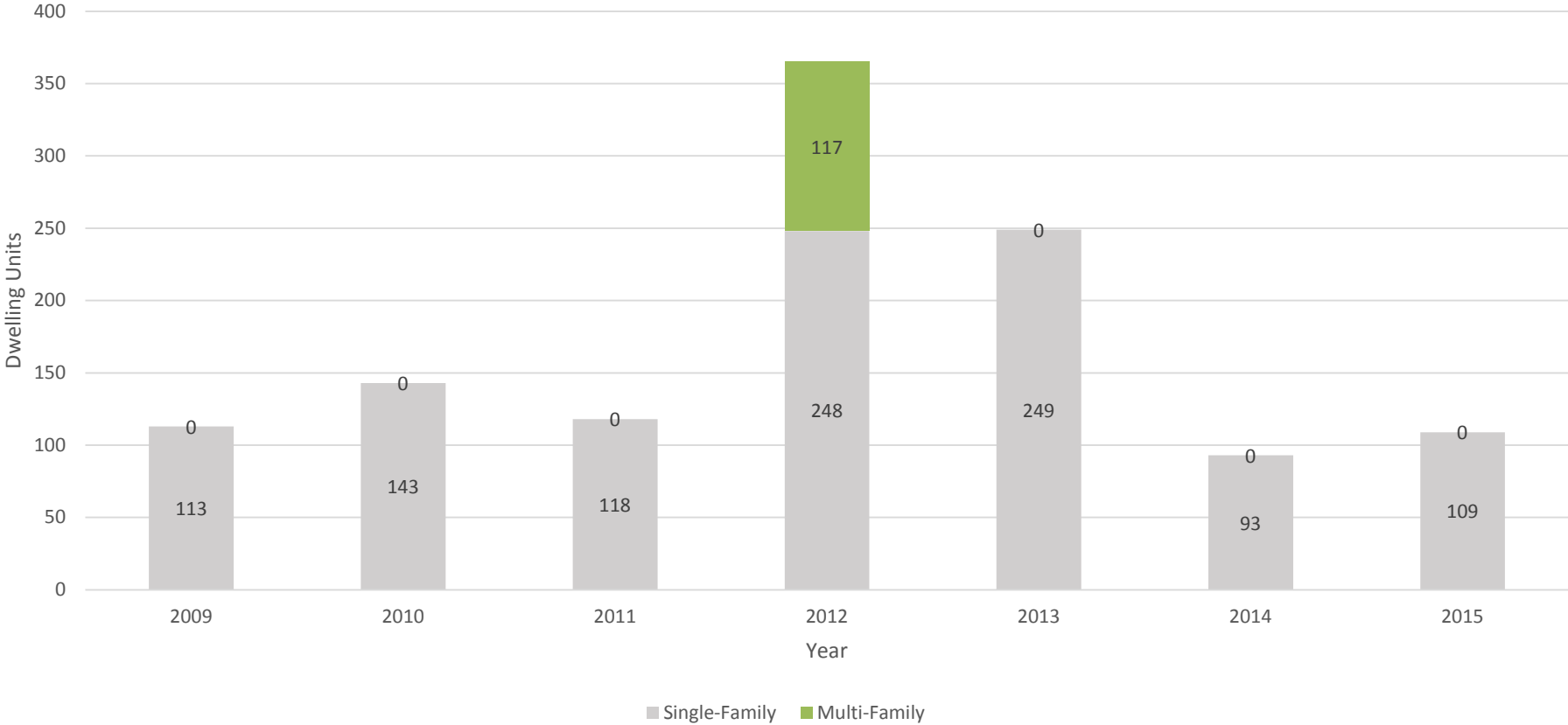




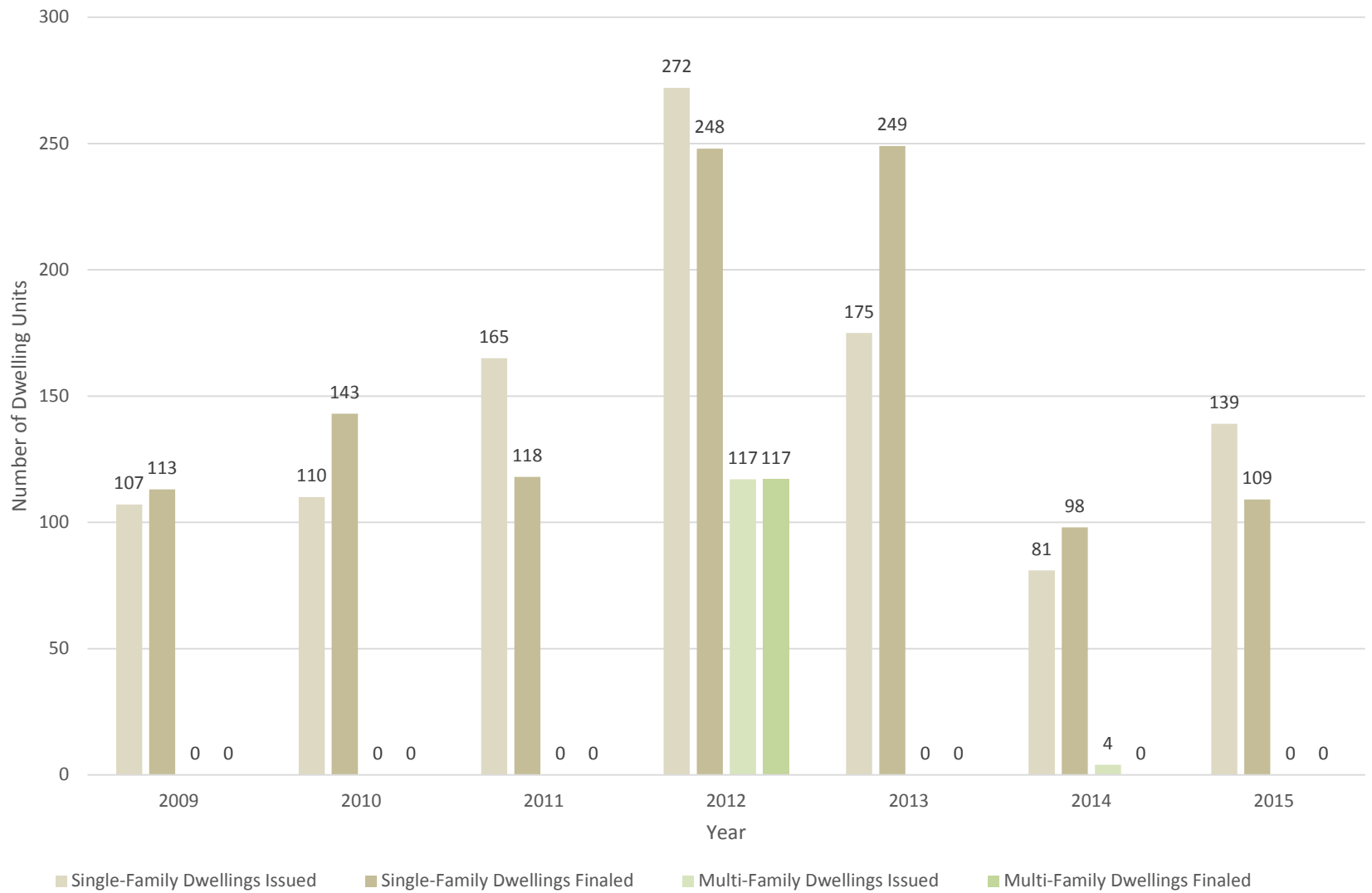
### Dwelling Units Issued in Oregon City



Dwelling Units Finaled in Oregon City



Dwelling Units Issued and Final in Oregon City by Year

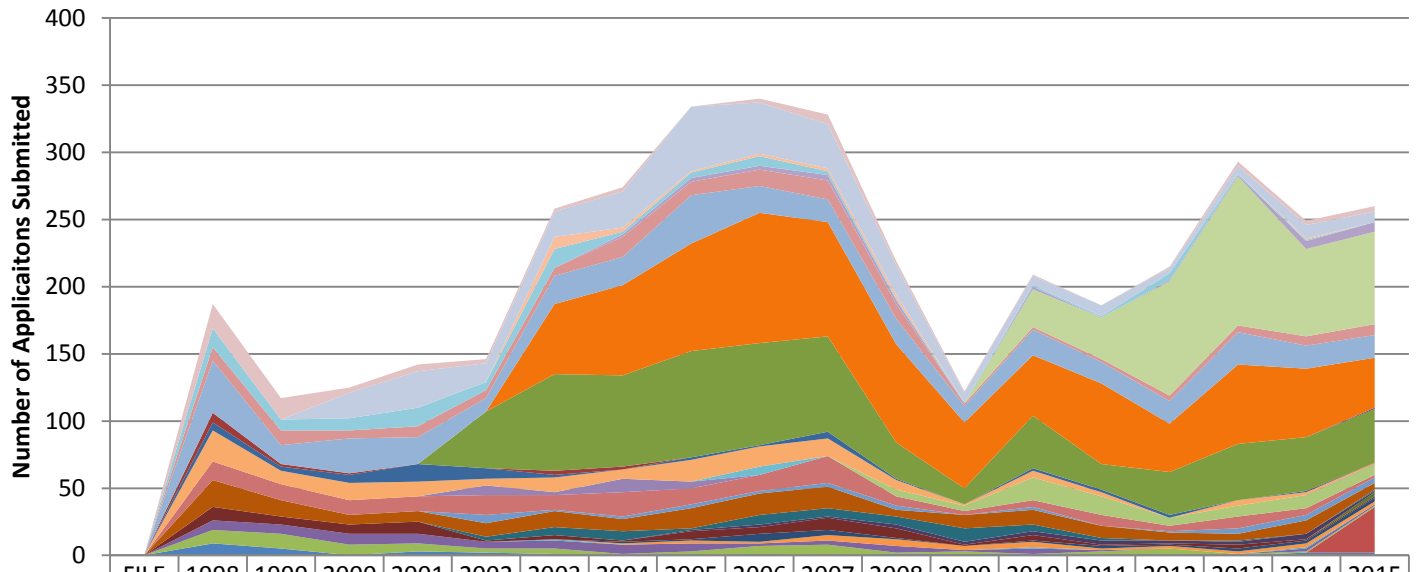


**Applications Submitted to the Oregon City Planning Division**

This stacked area chart illustrates the annual volume of applications submitted to the Oregon City Planning Division from 1998 to 2015. The Y-axis measures the 'Number of Applications Submitted' (0 to 400), and the X-axis shows the 'Year'. The data is categorized by planning division, with a legend at the bottom identifying 20 divisions: ZC, WR, VR, VR, US, ST, TP, SP, SN, PI, PA, PD, MD, MP, P-37, LR, LN, LL, L, HR, EX, DP, RS, CU, CR, CP, CD, AP, AN, RW, and PZ. The chart shows a general upward trend with a major peak in 2006 (approx. 340 applications) and a secondary peak in 2013 (approx. 290 applications). The 'SN' (orange) and 'PA' (green) divisions are the most prominent contributors to the total volume.

Year	FILE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Number of Applications Submitted	0	~180	~110	~120	~140	~145	~255	~275	~335	~340	~325	~110	~205	~180	~215	~280	~230	~260	

# Applications Submitted to the Oregon City Planning Division



	FILE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
ZC	0	18	16	4	5	3	2	3	0	3	7	3	1	1	0	1	3	3	4
WR	0	0	0	19	27	14	19	27	48	38	33	22	7	7	8	4	6	10	8
VR	0	0	0	0	0	0	9	3	1	2	2	3	0	0	0	0	0	1	0
VR	0	14	8	9	14	6	14	2	4	7	3	1	1	1	1	5	1	1	0
US	0	0	0	0	0	0	0	2	3	3	4	3	0	2	0	1	1	6	7
ST	0	0	0	0	0	0	0	0	0	0	0	0	0	28	31	85	111	65	69
TP	0	10	11	6	8	6	6	15	10	12	14	11	2	2	2	4	5	7	8
SP	0	39	14	26	20	10	21	21	36	20	17	19	12	19	16	17	24	17	17
SN	0	0	0	0	0	0	52	67	80	97	85	73	49	45	60	36	59	51	37
PI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PA	0	0	0	0	0	42	72	68	79	76	71	27	12	39	19	32	42	40	40
PD	0	7	2	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0
MD	0	6	3	6	13	8	2	0	2	1	5	1	0	2	2	2	0	1	0
MP	0	23	10	13	11	5	11	7	16	15	13	7	1	5	3	0	4	2	1
P-37	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
LR	0	0	0	0	0	7	2	10	5	0	0	0	0	0	0	0	0	0	0
LN	0	0	0	0	0	0	0	0	0	0	0	5	4	17	14	6	8	10	8
LL	0	14	12	11	11	15	11	18	12	12	20	7	3	5	8	4	9	5	2
L	0	0	0	0	0	6	1	2	3	2	3	3	0	2	0	1	4	4	4
HR	0	20	12	7	8	10	12	9	15	16	16	5	10	11	9	6	5	10	5
EX	0	0	0	0	0	3	6	7	1	7	6	6	10	5	2	0	1	0	1
DP	0	0	0	0	0	0	0	0	1	2	1	3	2	3	3	2	2	4	1
RS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
CU	0	10	6	7	9	1	3	1	6	5	9	7	1	4	1	1	3	1	1
CR	0	0	0	0	0	0	0	1	1	6	4	1	0	1	2	1	2	2	3
CP	0	0	0	0	0	0	0	1	2	1	4	5	3	4	1	2	2	3	2
CD	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0
AP	0	7	7	8	7	5	6	7	6	2	3	5	1	4	1	0	0	2	1
AN	0	10	11	8	6	3	4	1	3	6	8	1	2	0	3	5	1	1	1
RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
PZ	0	9	5	0	3	2	1	0	0	1	0	1	1	1	0	0	0	2	2

# **Clackamas Community College Transit Center**

**Oregon City Planning Commission**

February 22, 2016

# Existing Conditions

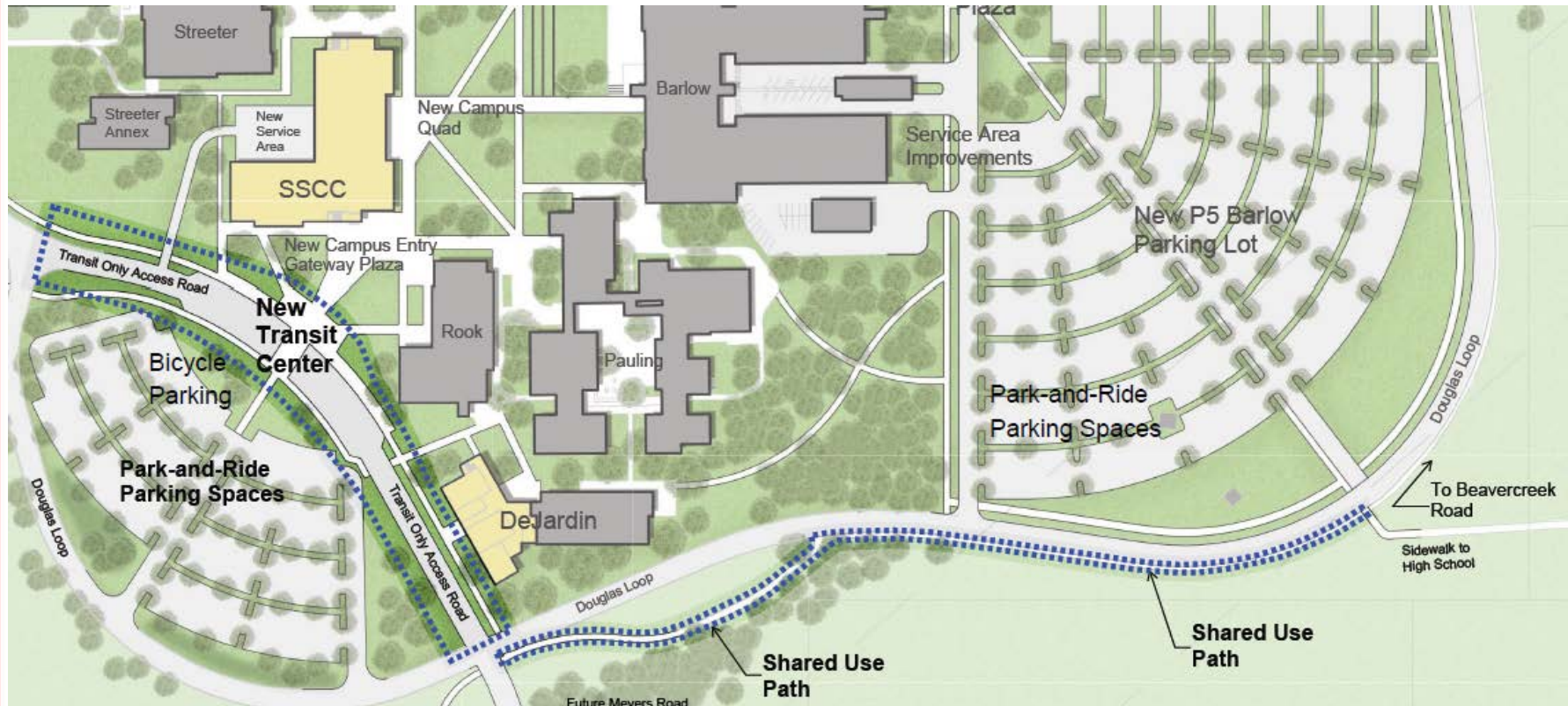
- 10% of CCC students use transit
- TriMet, SCTD (Molalla), & CCC Xpress provide fixed route service
- Facilities are inadequate for current service and future service increases

# Existing Conditions





# Proposed Transit Center



# Value of Transit Center

- Capacity for additional service identified by TriMet over the next 25+ years
- Increase students access to Career Technical Education
- Last-mile connection to Oregon City High School and Beavercreek Road Sites
- Improve rural residents access to jobs and social services

# Next Steps

- Current proposal contingent on successful *ConnectOregon* grant proposal
- Region 1 Area Commission Transportation reviews proposals on April 4
- Construction planned for 2017

# Questions?

Luke Norman

[luke.norman@clackamas.edu](mailto:luke.norman@clackamas.edu)

Thank you

# Making Transit Better in Southeast



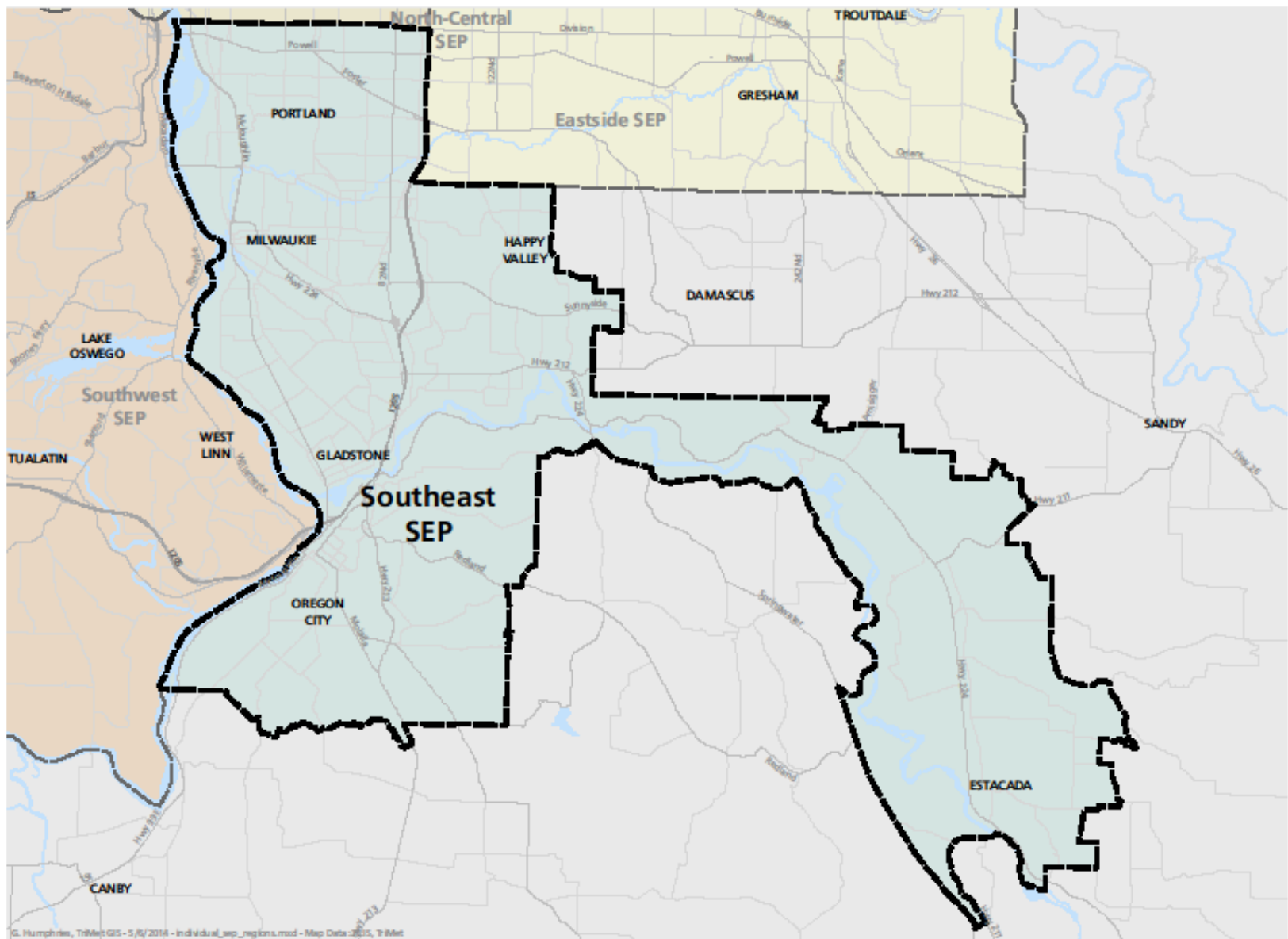
**City of Oregon City  
Planning Commission**

**February 22, 2016**

**[www.trimet.org/future](http://www.trimet.org/future)**

# Service Enhancement Plans

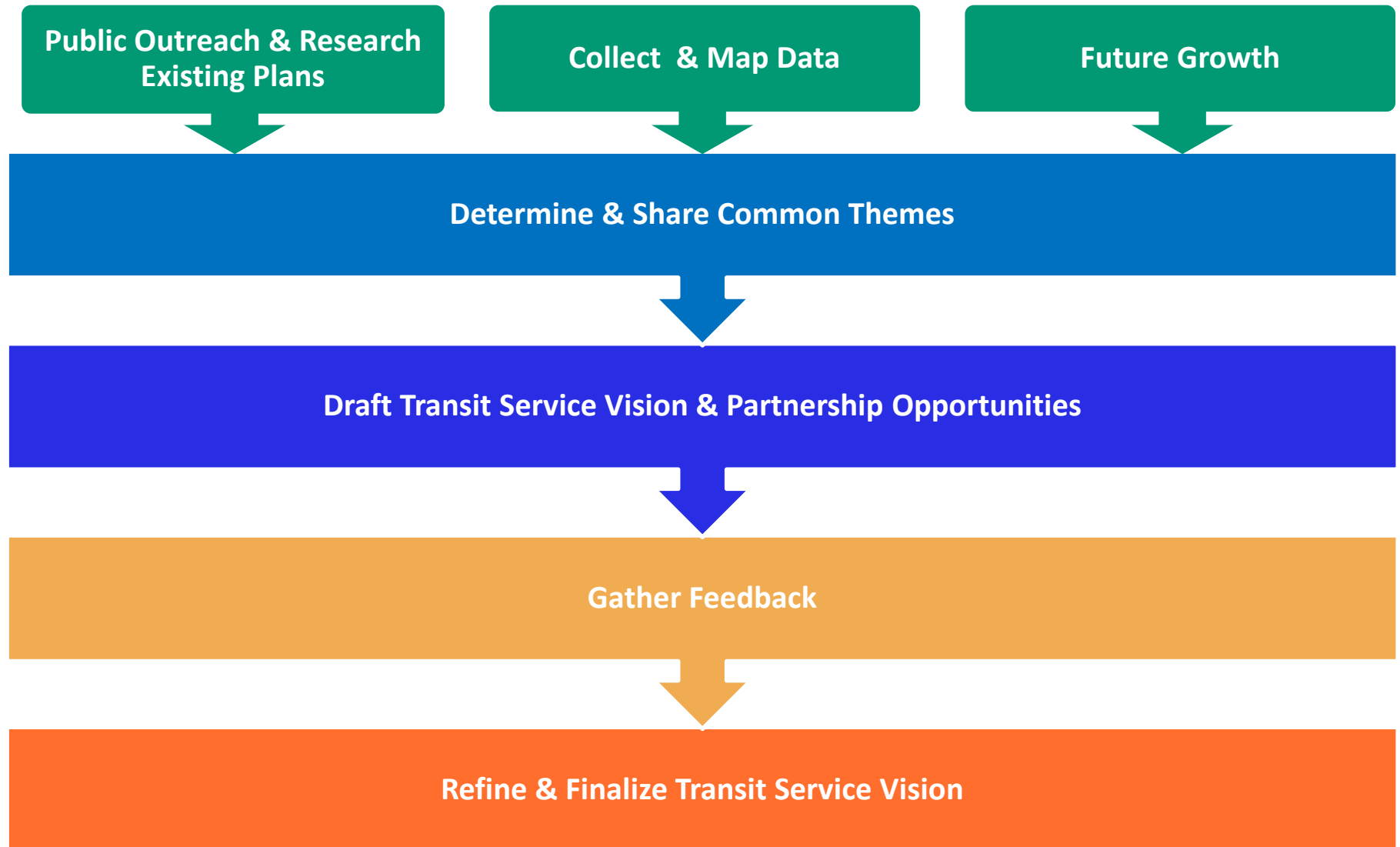




**Southeast TriMet Service Enhancement Plan (SEP) Area**

Miles 0 2

# Service Enhancement Plan Process





# What We're Hearing

- ✓ Better connections between communities and job/education centers
- ✓ More local service and connections for neighborhoods
- ✓ More service on existing lines

# Better Transit for Southeast Portland

## Line 70

### BETTER SERVICE

This route will extend for better north-south connections between Downtown Milwaukie and Swan Island and simplified routing on 17th Avenue in Sellwood. The new Line Y will serve 13th Avenue in Sellwood.

## Line 43

### NEW SERVICE

New east-west service will be introduced between Clackamas Town Center, Sellwood, Barbur Transit Center, and Washington Square Mall to improve access to jobs.

## Line Y

### NEW SERVICE

This new service will connect Southeast Portland and the Columbia Corridor via NE/SE 20th Avenue and improve connections to Sellwood, East Moreland, Union Manor, Cleveland High School, and the MAX Orange Line.

## Line 152

### MORE COVERAGE & NEW SERVICE

This route will change to add new service to Oregon City via Webster Road, improving access to jobs in the Milwaukie Industrial Area. Frequency will be increased and hours of service will be added on Saturday. This route will access Milwaukie via SE Washington. Lines 29 and 155 will serve Lake Road and 82nd Avenue to the Clackamas Town Center.

## Line 32

### MORE SERVICE

Increase weekday frequency and add service on Saturday and Sunday.



## MAX Orange Line improvements

Changes to bus lines 9, 17, 19, 28, 32, 33, 34, 99, and 154 will take effect on September 13, 2015. See back page for more information.

## Line 75

### MORE SERVICE

All trips will extend to Milwaukie.

## Line 10

### MORE SERVICE

Add weekend service.

## Line 19

### BETTER SERVICE

This route will change to become more efficient between Southeast and Downtown Portland, and to improve connections to the MAX Green and Orange lines. The new Line Y will serve Union Manor.

## Lines 29 & 155

### BETTER SERVICE

These lines will be connected and frequency will increase on Lake Road between 82nd Avenue and Downtown Milwaukie. The line will stay on Lake Road all the way to Downtown Milwaukie. Lines 152 and Z will provide service along Webster and Roots roads.

## Line X

### NEW SERVICE

This new service between Downtown Oregon City and Happy Valley via Jennings Avenue, Highway 212, and Sunnyside Road will provide better access to jobs in the Clackamas Industrial Area.

## Line 30

### MORE SERVICE

Improve weekend service between Estacada and downtown Portland.

## Line 79

### MORE SERVICE

Frequency will increase to improve connections between downtown Oregon City, Gladstone, the Clackamas Industrial Area, and Clackamas Town Center.

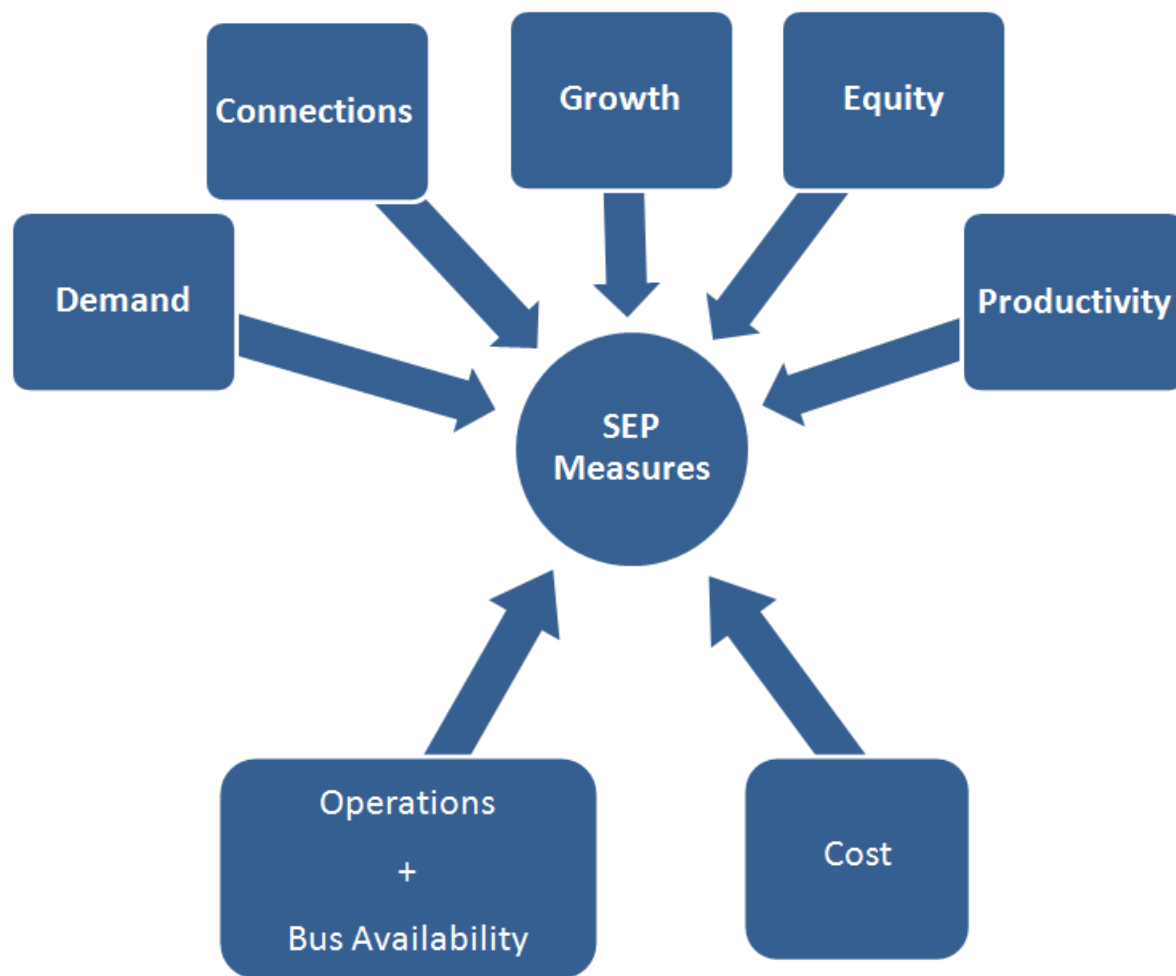
## Community/Jobs Connector Shuttles

New community/jobs connector shuttles could be implemented in partnership with cities, counties, and employers. A Clackamas Industrial Area Shuttle is proposed to serve the Clackamas Industrial Area. A South Oregon City Shuttle is proposed to serve South Oregon City, Oregon City Transit Center, and Clackamas Community College.

# TriMet Annual Service Planning Process



# TriMet Annual Service Plan Considerations & SEP Measures



# Questions or Comments?

# Metro Regional Government



## Oregon City Planning Commission

Jeff Raker, Investment Areas Project Analyst

Metro Planning + Development Department

February 22, 2016



# What is Metro?



# What Does Metro do?

- Manages growth and transportation,
- Serves as Metropolitan Planning Organization (MPO) for Portland region
- Allocates federal transportation funds to 25 cities and 3 counties
- Manages the urban growth boundary



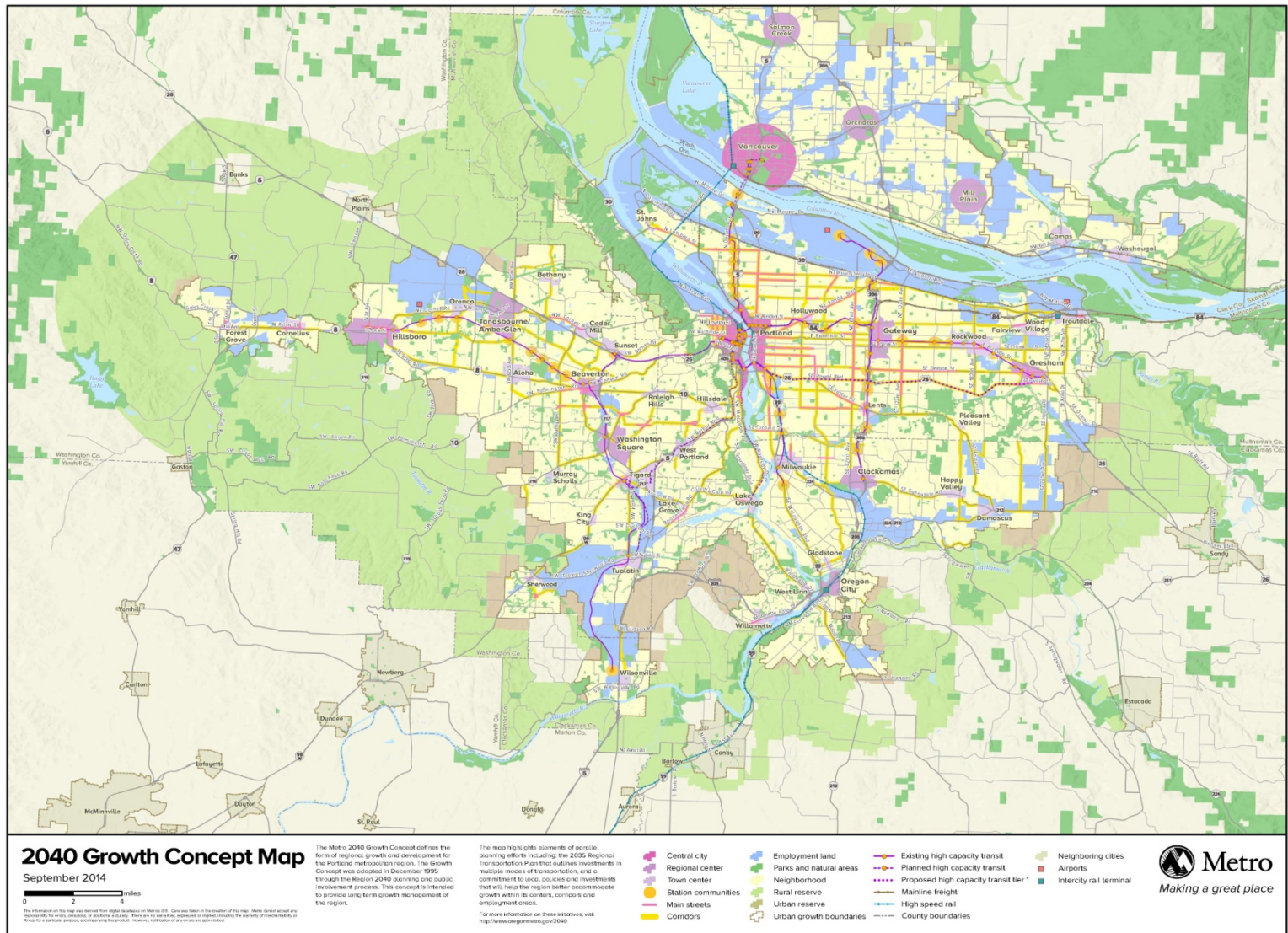


# What does Metro do?

- Solid Waste and Recycling
- Parks, Trails and Open Spaces
- Oregon Zoo
- Oregon Convention Center
- Expo Center
- Portland Center for the Performing Arts
- Research Center: Mapping, Modeling and Forecasting



# 2040 Growth Concept





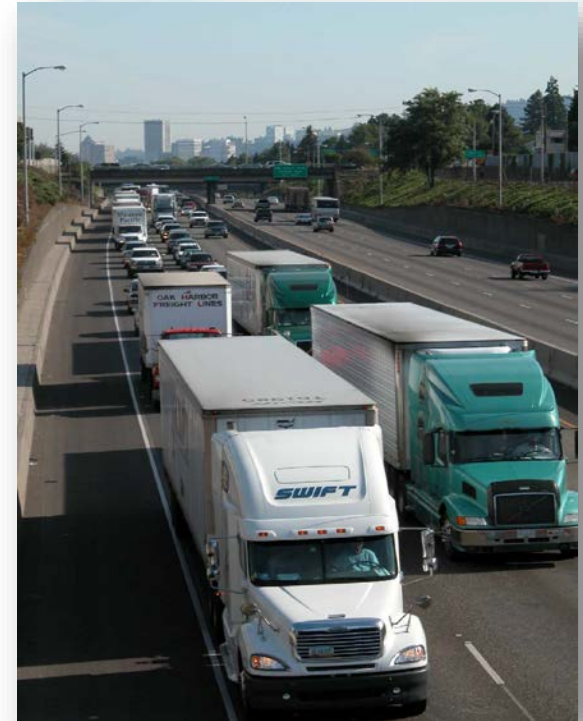
## 2040 Theme: Growth in Centers & Corridors

- Mixed housing and employment served with multi-modal transportation
- Civic activities and public services
- Focus for redevelopment and investments



## 2040 Theme: Protect Industry

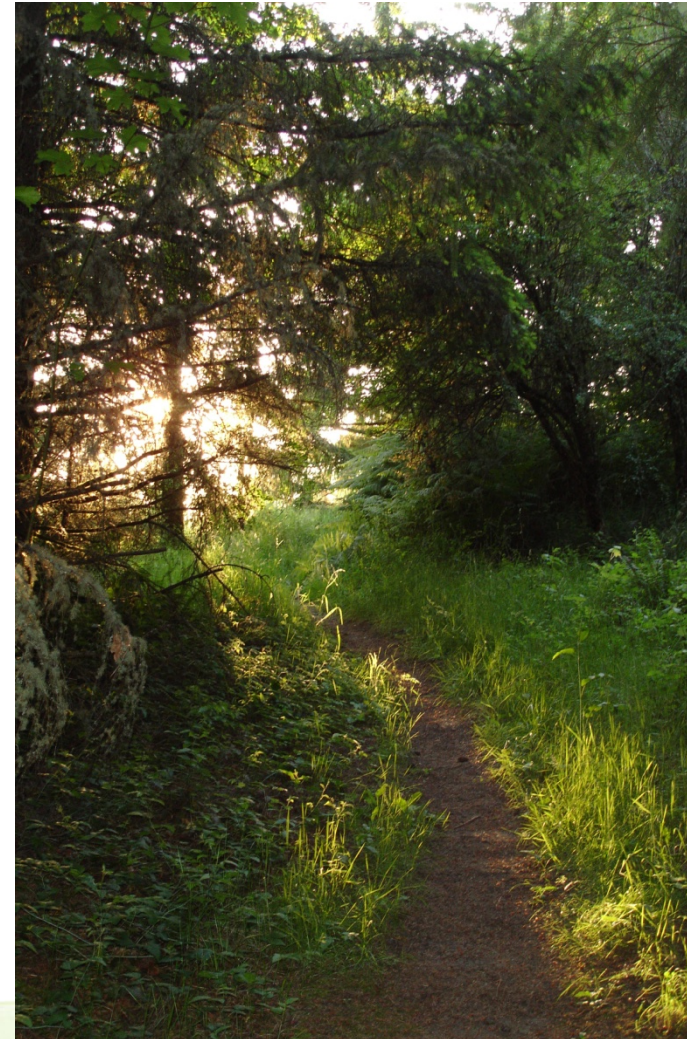
- Maintain freight mobility on highways
- Ensure quality freight access to ports and industrial areas from highway and rail network





## 2040 Theme: Nature in the City

- Network of parks, trails and open spaces
- Protection for riparian and upland habitat areas
- Manage hazardous waste to protect streams and groundwater
- Promote habitat friendly development practices



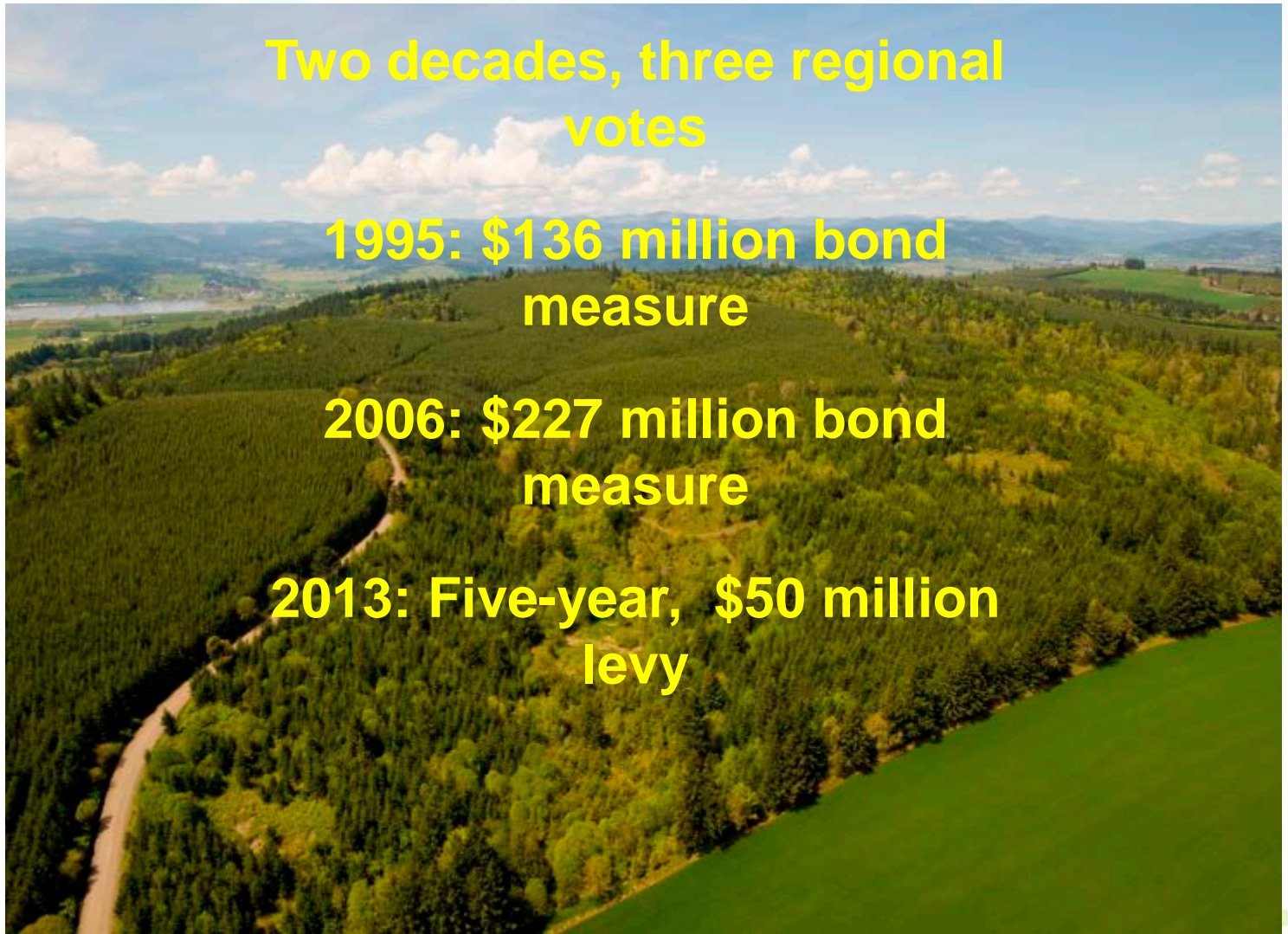
## 2040 Theme: Nature in the City

**Two decades, three regional  
votes**

**1995: \$136 million bond  
measure**

**2006: \$227 million bond  
measure**

**2013: Five-year, \$50 million  
levy**





## Local LU + Development Review (Metro Framework + Functional Plans)

- **Residential** – No net loss of zoned capacity, subdivision is reviewed for access standards and natural resources.
- **Industrial** – Restrictions on certain uses + acreage size in Title 4 industrial areas
- **Natural Resources** – Minimum application of standard buffer widths and restricted uses
- **Parking** – Required to have variances in place for min/max ratios, other requirements and policies.
- **Annexations**
- ***No Review Required*** – *home occupation, signage, design review, cell towers, temporary use, marijuana, partitions.*

# Local Partnership Program

- **Oregon City Liaison** – Jeff Raker (Previous Lisa Miles)
  - Land Use + Development Review
  - General liaison for all planning and development related topics
  - Connection to relevant project staff, technical expertise, and other resources at Metro
- **Project Level Partnership-** Willamette Falls Community Planning + Development Grant (CPDG) – Kathryn Krygier



# QUESTIONS?

Jeffrey W. Raker  
Investment Areas Project Analyst  
Metro Planning + Development  
503-797-1621  
[jeffrey.raker@oregonmetro.gov](mailto:jeffrey.raker@oregonmetro.gov)