



# 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 2<sup>nd</sup>, 2017

ODOT #8009

## ODOT Response

<b>Project Name:</b> McLoughlin-Canemah Trail Plan	<b>Applicant:</b> Oregon City
<b>Jurisdiction:</b> Oregon City	<b>Jurisdiction Case #:</b> 008-17
<b>State Highway:</b> 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](mailto: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](mailto:Region1_DEVREV_Applications@odot.state.or.us)

Development Review Planner: Marah Danielson	503.731.8258, <a href="mailto:marah.b.danielson@odot.state.or.us">marah.b.danielson@odot.state.or.us</a>
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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

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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 2<sup>nd</sup> 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 2<sup>nd</sup> 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](mailto:kreid@orccity.org)

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**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](mailto:pauloedgar@q.com)  
**From:** Paul Edgar <[pauloedgar@q.com](mailto:pauloedgar@q.com)>  
**Subject:** Proposed Comprehensive Plan changes for Trail Alignment - McLoughlin to Canemah  
**To:** Kelly Reid - OC PLANNING <[kreid@orccity.org](mailto:kreid@orccity.org)>  
**Message-ID:** <[7a7b6fc9-dd98-b06e-38bd-d7f51aa46716@q.com](mailto: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  
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**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