

# 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"> <li>PRAC and TAC did not specifically make a recommendation regarding the plan</li> </ul>	<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><a href="#">Natural Resources Committee January 10 Meeting</a></p> <p><a href="#">Transportation Advisory Committee January 16 Meeting</a></p> <p><a href="#">Parks and Recreation Advisory Committee January 25 Meeting</a></p>
2.	Trail impact on private properties	<ul style="list-style-type: none"> <li>Bud's Towing property is bisected</li> <li>Trail could affect future redevelopment opportunities</li> <li>Some commenters preferred keeping the trail along the state highway</li> </ul>	<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"> <li>The recommendation to potentially move the VFW vehicular access to 1<sup>st</sup> Street off of High Street was questionable related to cost, feasibility, and need.</li> </ul>	<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>

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			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"> <li>• Crossing at High Street instead of at 99E is safer</li> <li>• Concerns about traffic flow if a crossing is added at Tumwater</li> </ul>	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"> <li>• City owned property in Canemah adjacent to the Metro owned Canemah bluff property should be considered for inclusion in the plan</li> <li>• The plan could include connections from High Street to the upper trail in Old Canemah Park</li> </ul>	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"> <li>• Bar traffic is unsafe</li> <li>• Lots of parking in areas not necessarily intended for parking use</li> <li>• Concern for safety of trail users</li> </ul>	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.

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7.	Stormwater issues near Gerber Collision	<ul style="list-style-type: none"> <li>Water leak/outfall floods a portion of property behind Gerber Collision</li> </ul>	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"> <li>The alignment on the river side of 99E should be retained as a long term option for a future loop</li> </ul>	<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"> <li>A license agreement is risky and can be rescinded more easily than an easement</li> </ul>	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"> <li>After trail alignment revisions were made in December, the owners of 320 Tumwater objected to the potential alignment next to their house</li> <li>They are in the process of requesting a permanent right of way obstruction permit for a deck attached to their home</li> </ul>	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.