



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 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 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

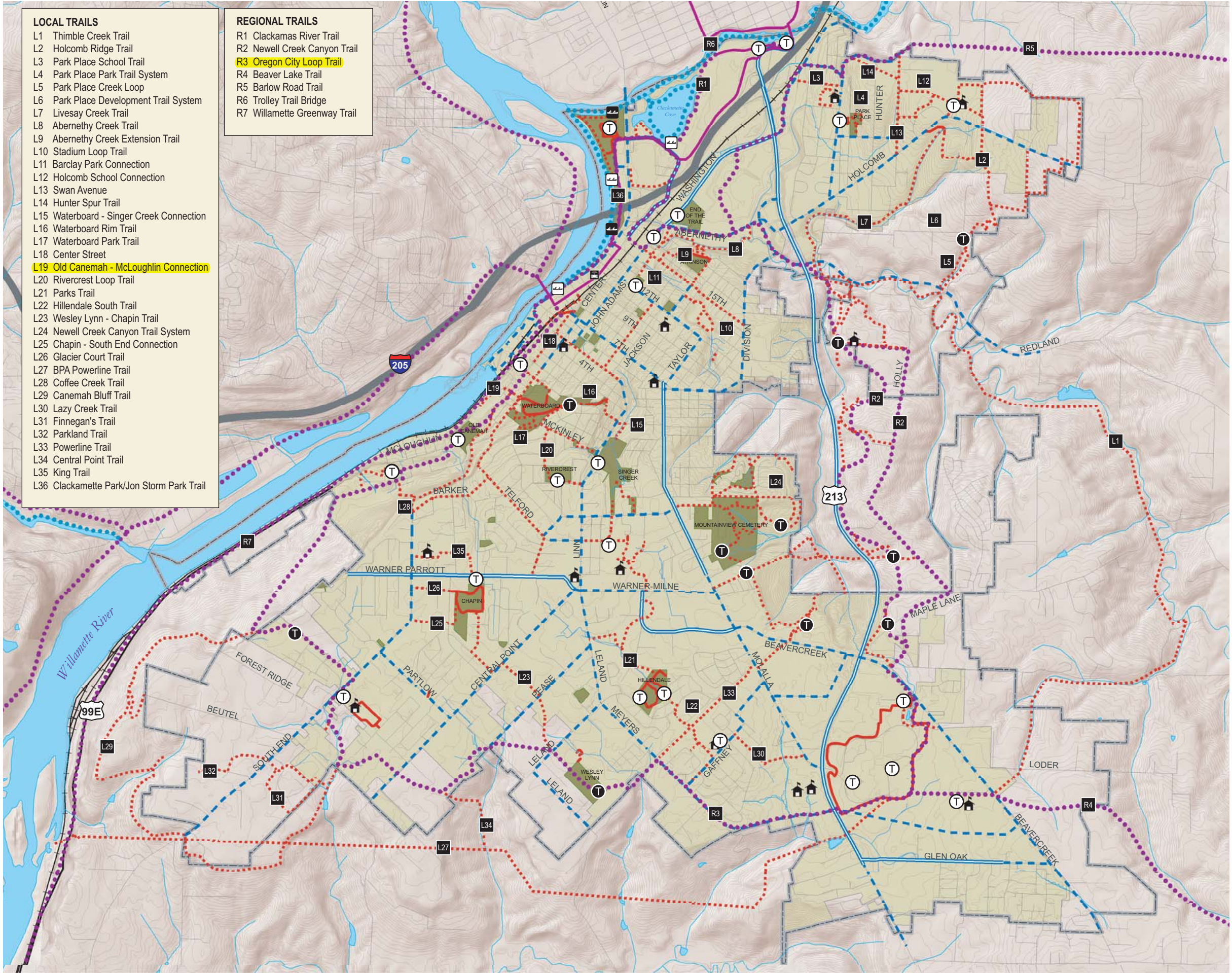
The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro 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 Tumwater Drive, South 2nd Street and 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</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.

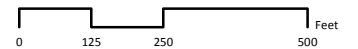
TSP Project S36 Amendment

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



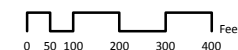
TSP Project B57 Amendment

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

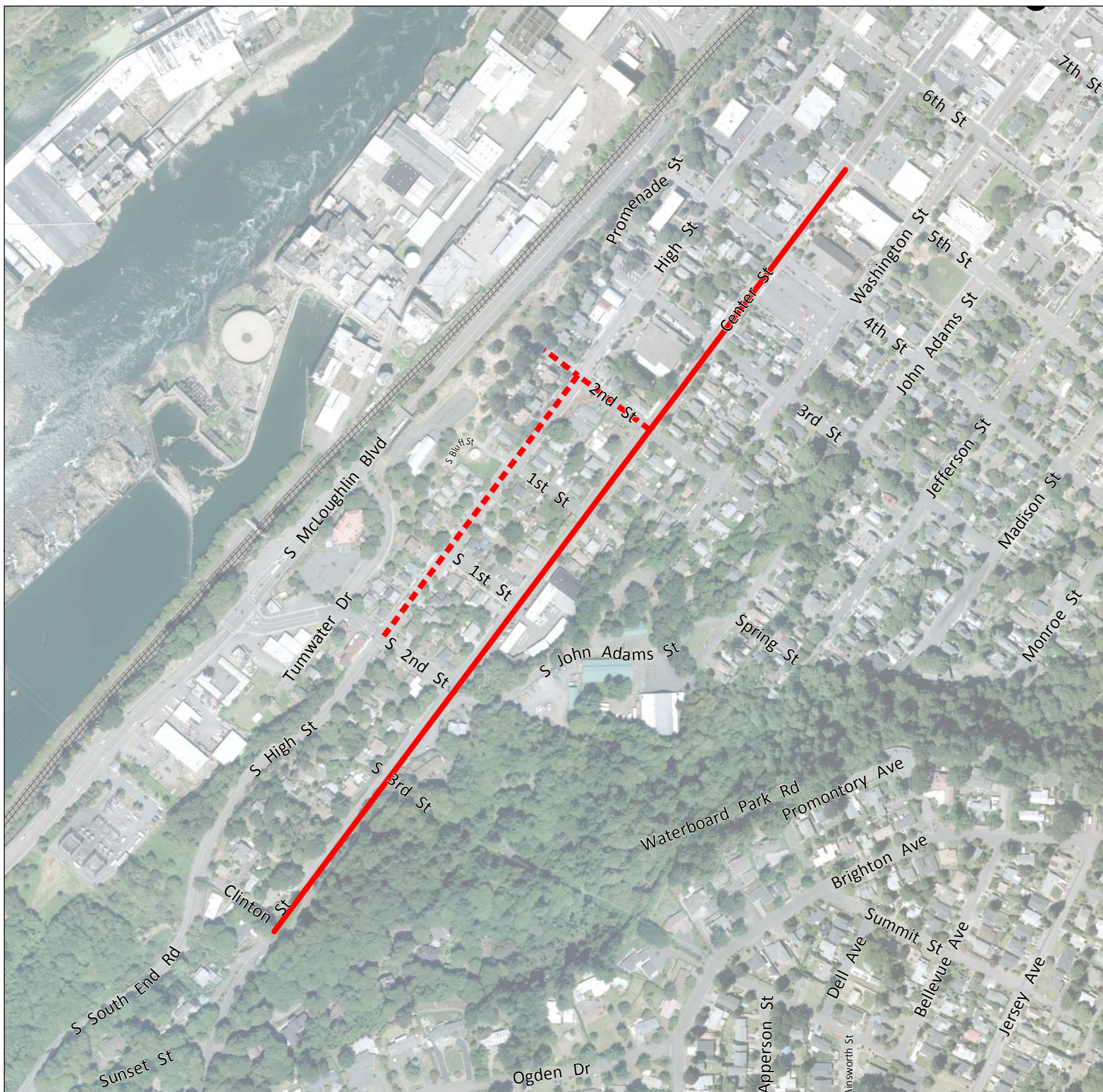
-  B57 Original Alignment
-  B57 Added Alignment



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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

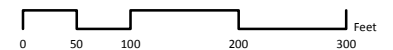
Close the left turn from 99E
onto Tumwater Drive

FF22 Tumwater Family Friendly Route

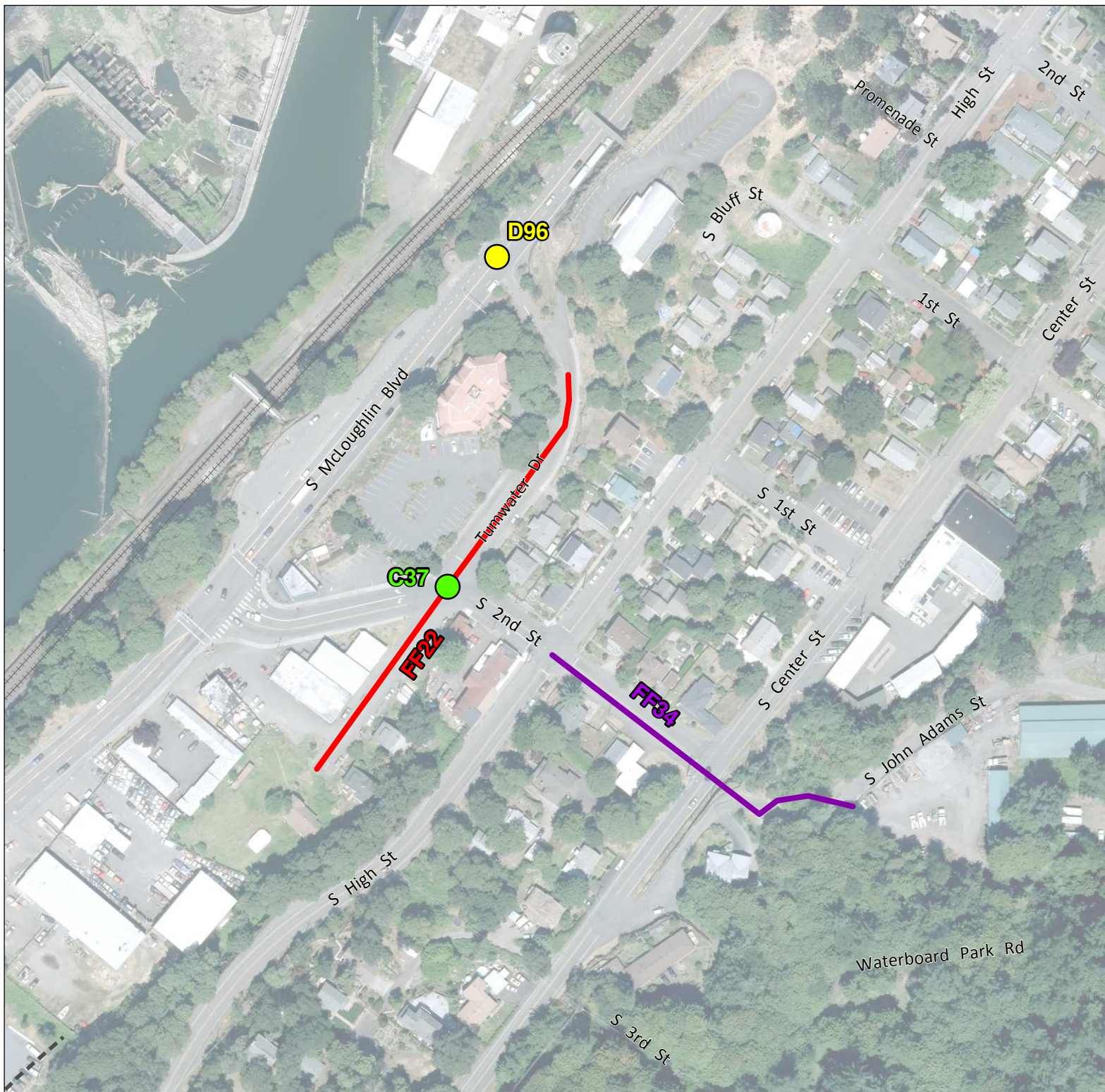
Add sidewalks on both sides
of the street. Add wayfinding
and shared lane markings.
Route via VFW parking lot
and Tumwater Drive

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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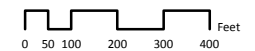
TSP Project FF21 Amendment

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

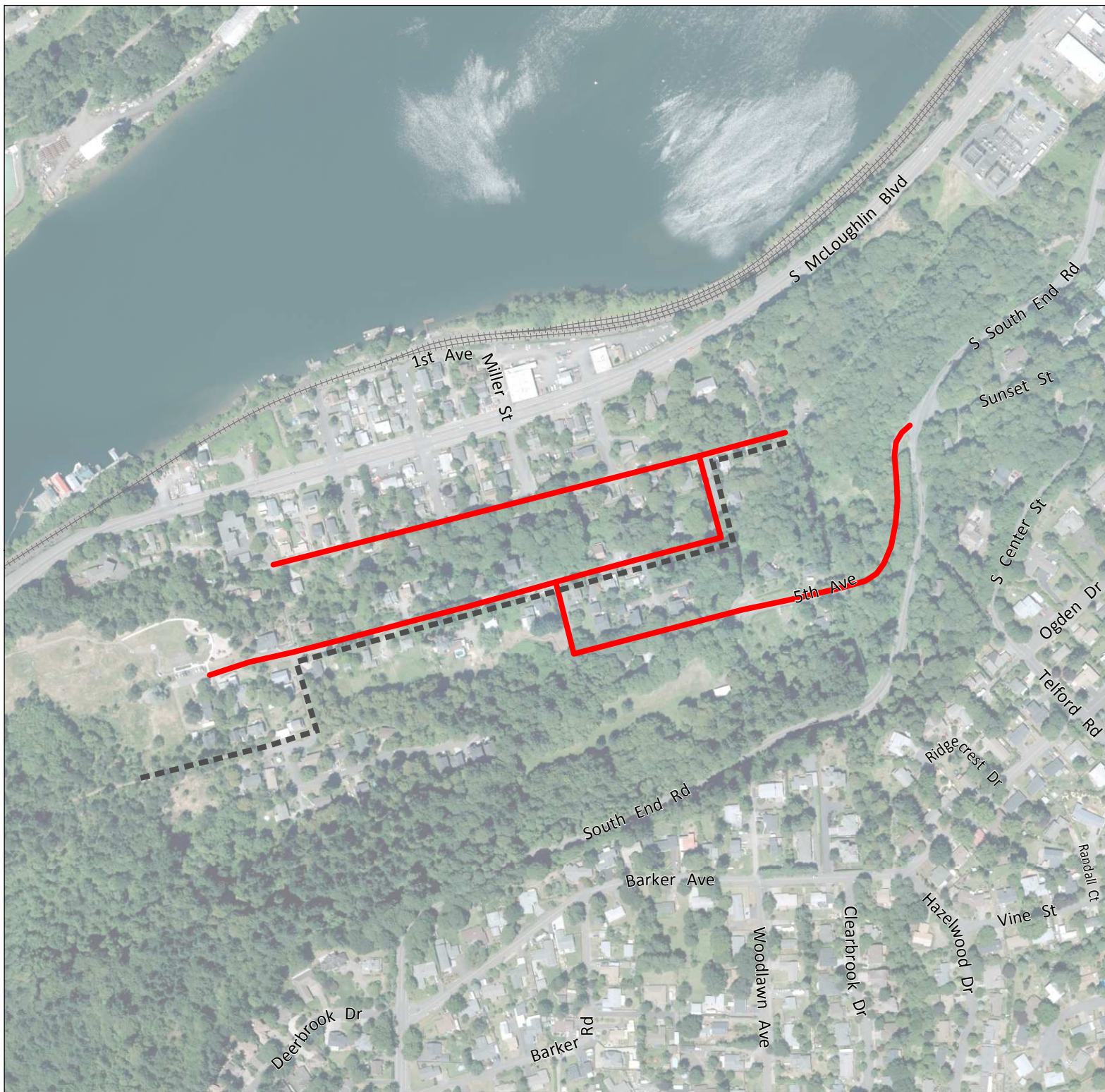
- FF21 Revised Alignment
- - - Original Alignment



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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

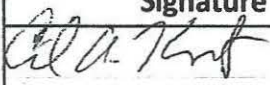
A-D

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

[illegible]

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	ASHLEY PARK102989@GMAIL.COM
LISA NOVAK	novaklisa2137@gmail.com
J. LANG	jacklang2014@yahoo.com
C. LATHR	ILanlathr@gmail.com
Jim Nicita	jim_nicita@hotmail.com
Owen Premore	owenpremore@yahoo.com
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