



City of Oregon City

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

Meeting Minutes - Final

Planning Commission

Monday, January 22, 2018

7:00 PM

Commission Chambers

1. Call to Order

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

Present: 6 - Zachary Henkin, Paul Espe, Denyse McGriff, Tom Geil, Robert Mahoney and Vern Johnson

Absent: 1 - Damon Mabee

Staffers: 4 - Laura Terway, Carrie Richter, Kelly Reid and John Lewis

2. Public Comments

There were no public comments on non-agenda items.

3. Public Hearing

- 3a. L 17-03: Legislative Amendment to amend to Chapter 12.04.205 of the Oregon City Municipal Code for alternative mobility standards for Highway 213 intersections at Beavercreek and Redland Roads, and to amend the Transportation System Plan project list.

Chair McGriff opened the public hearing.

Kelly Reid, Planner, recommended continuing this hearing due to the amount of public comments that had been received, the number of people in attendance that night, and a letter received from ODOT that resulted in a change to the proposal. According to ODOT, the alternate mobility targets were not needed for Redland Road, only for the Beavercreek and Highway 213 intersection. She then summarized the proposal to amend the Transportation System Plan Project List and the Municipal Code to adopt the alternative mobility targets for the intersection of Highway 213 and Beavercreek Road. She added items into the record including her presentation, public comments, neighborhood meeting materials, and the letter from ODOT.

John Lewis, Public Works Director, gave a background on the Highway 213/Beavercreek Road intersection, the study that was done on the intersection, input from the technical and community advisory groups, and funding issues. Regarding the Highway 213 and Redland Road intersection, the City would continue to pursue funding for the Jughandle Phase 2 project. The City did not need a different standard for this intersection, and it was no longer included in the alternate mobility targets. He further explained the targets for Highway 213/Beavercreek and what would happen if they were not adopted. Staff recommended adoption of the alternative mobility target and addition of the projects into the TSP for Highway 213/Beavercreek Road and not to adopt the alternative mobility target for Highway 213/Redland Road.

There was discussion regarding the funding for these solutions.

Lynn Anderson, resident of Oregon City, was concerned about the livability of the City with more density and traffic congestion. She suggested a moratorium on development until feasible solutions could be put in place and that the state, county, and Metro should contribute to the funding. She was opposed to this proposal.

Bill Merchant, resident of the hamlet of Beavercreek, traveled this road all the time and participated on the Region 1 Area Council on Transportation. He did not think these mobility targets would be acceptable to the state because of the precedent it would set. He also did not think the plans met ADA standards.

Tammy Stephens was representing the hamlet of Beavercreek. The study was based on traffic today and there was a huge amount of growth planned for the Beavercreek area. The targets would end up being much higher and she was concerned about the road becoming a parking lot when it was the only way in and out for the people who lived in the Beavercreek area. She had been under the impression that they would move forward with the 1993 agreement for a cloverleaf plan.

William Gifford, resident of Oregon City, stated doing nothing was not an option and putting a moratorium in Oregon City would not stop the 60% of the traffic that did not start or end in Oregon City. Two citizen committees had worked on these solutions. It was not a perfect solution, but was a reasonable compromise. The funding was not a Planning Commission responsibility.

Dave McNeil, resident of the hamlet of Beavercreek, discussed the history of Highway 213 and Beavercreek and how the City missed several opportunities, especially the agreement that had been drafted in 1993 where the City only had to pay 10% of the improvements. He thought this was a state, county, and Metro problem and they should be the ones to fix it. This plan would not work and would not help the residents of the area.

Christine Kosinski, resident of unincorporated Clackamas County, thought the addition of a right hand turn lane on Beavercreek for motorists turning north on Highway 213 would be of little help. It would be a safety issue with rear end crashes. There needed to be more community input and it should go to the vote of the people.

Paul Edgar, resident of Oregon City, discussed how this plan would place limits on the future. He thought an overpass should be put in instead. He thought there was funding available.

James Nicita, resident of Oregon City, shared a picture of storm drains that merged at Beavercreek and Highway 213 which blocked fish passage. He suggested incorporating a more fish friendly design. There was supposed to be a bike trail along Newell Creek Canyon to the End of the Oregon Trail Interpretive Center and he thought there could be other commuter trails explored. Bus traffic had not been planned yet on Beavercreek, and he thought the mobility targets should not be implemented until that had happened.

Dan Fowler, resident of Oregon City, had served on the community advisory committee. He thought this was a reasonable next step and was what had to be done to get it into the plans so SDCs could be collected for the future. It would help those living in Beavercreek by relieving congestion in the morning peak hours.

Bob Hyberg, resident of Oregon City, was opposed to increasing the density in the City as the infrastructure could not handle it. He discussed how many new high density developments had gone in around him and how the real problem was traffic from I-205.

The Commission discussed items for staff to bring back to the next hearing.

A motion was made by Commissioner Henkin, seconded by Commissioner Geil, to continue the hearing for L 17-03: Legislative Amendment to amend to Chapter 12.04.205 of the Oregon City Municipal Code for alternative mobility standards for Highway 213 intersections at Beaver Creek and Redland Roads, and to amend the Transportation System Plan project list to February 26, 2018. The motion carried by the following vote:

Aye: 6 - Zachary Henkin, Paul Espe, Denyse McGriff, Tom Geil, Robert Mahoney and Vern Johnson

3b.

Continuance of Planning files SP 17-0119: Site Plan and Design Review and VR 17-0011: Variance for a 24 Unit Multi-Family Development at 31 Pleasant Avenue until February 26, 2018.

Laura Terway, Community Development Director, stated staff was requesting a continuance of this agenda item to allow the applicant time to address issues raised by staff.

Scott Wooley, resident of Oregon City, was concerned about the layout of the proposal as it was adjacent to his property.

Robert Hyberg, resident of Oregon City, was opposed to high density housing as it would contribute to more traffic congestion.

Paul Edgar, resident of Oregon City, explained this would be veteran housing for people of need.

A motion was made by Commissioner Espe, seconded by Commissioner Henkin, to continue the hearing for planning files SP 17-0119: Site Plan and Design Review and VR 17-0011: Variance for a 24 Unit Multi-Family Development at 31 Pleasant Avenue until February 26, 2018. The motion carried by the following vote:

Aye: 6 - Zachary Henkin, Paul Espe, Denyse McGriff, Tom Geil, Robert Mahoney and Vern Johnson

3c.

Continuance of Planning file L 17-04 Legislative Amendment to adopt various development code changes until February 26, 2018.

Ms. Terway stated staff was requesting a continuance of this agenda item to allow for the work session to happen tonight.

A motion was made by Commissioner Mahoney, seconded by Commissioner Johnson, to continue planning file L 17-04 Legislative Amendment to adopt various development code changes until February 26, 2018. The motion carried by the following vote:

Aye: 6 - Zachary Henkin, Paul Espe, Denyse McGriff, Tom Geil, Robert Mahoney and Vern Johnson

4. Work Session

Work Session for Proposed Amendments to the Development Sections of the Oregon City Municipal Code (Including Lot Averaging)

Ms. Terway reviewed the proposed code amendments, which included revisions to lot averaging, minor code clean up, and efficiencies.

There was discussion regarding the purpose of lot averaging and the proposed revisions.

Mike Mitchell, resident of Oregon City, did not think it was the Commission's job to maximize a developer's profits. He discussed what other cities did for lot averaging and made suggestions for the code amendments that would reduce visual impacts.

James Nicita, resident of Oregon City, was opposed to the change that would delete the ability for a citizen to ask for reconsideration of a final decision as he thought it was a Goal 1 violation.

James Adkins, representing the Home Builders Association, said they would like the lot averaging to remain as it was currently. It was a useful tool to use land efficiently. More housing was needed in the region and these changes made it more difficult to build inside the City limits.

There was consensus to hold another work session on the code amendments.

5. Communications

Ms. Terway discussed upcoming agenda items.

6. Adjournment

Chair McGriff adjourned the meeting at 10:10 PM.