



# City of Oregon City

625 Center Street  
Oregon City, OR 97045  
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## Meeting Minutes Planning Commission

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Monday, March 18, 2013

7:00 PM

Commission Chambers

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### 1. Call To Order

*Chair Kidwell called the meeting to order at 7:04 PM.*

**Present:** 5 - Zachary Henkin, Damon Mabee, Denyse McGriff, Robert Mahoney and Charles Kidwell

**Absent:** 2 - Paul Espe and Tom Geil

**Staffers:** 4 - Tony Konkol, John Lewis, Laura Terway and Christina Robertson-Gardiner

### 2. Public Comments

*Jackie Calwell, resident on Holly Lane, said any changes the City planned to make above and below Holly Lane would affect those in the middle. There was a plan to put in bike lanes and sidewalks and increase the street width. Adding 11 to 16 feet to the width of Holly Lane would put sidewalks in her front yard and driveway. If Holly Lane was extended to Holcomb it would increase traffic due to Park Place residents using Holly Lane rather than Highway 213 to access shopping at the top of the hill. If Holly Lane was extended to Thayer Road, it would increase traffic from Beavercreek residents and new Maple Lane and Thayer subdivision residents using Holly rather than Highway 213 to access I-205. These changes would reduce congestion on Highway 213, but it would be to the detriment of Holly Lane residents.*

*There was discussion about the location of the right of way on Holly Lane.*

*Paul Edgar, Land Use Chair of the Canemah Neighborhood Association, discussed public safety in Canemah. There were no sidewalks in Canemah and there was a lack of connection to Canemah from the rest of the trails in the City. He also wanted the travel speeds through Canemah reduced to 20 mph. This should be a high priority in the Transportation System Plan. He then discussed issues regarding the portion of South End Road that was in the slide zone. The road was already at capacity and high density residential units were being planned to go in along this road. Tri-Met would be reducing service and there was not a way to build more capacity.*

*John Lewis, Public Works Director, said in regard to the right of way width on Holly Lane, most of it was 40 feet.*

*A report from Scott Burns was submitted by Christine Kosinski and was entered into the record as Exhibit 2. Ms. Kosinski lived in unincorporated Clackamas County. She discussed Scott Burns, professor of geology at Portland State University, who in 1992 did a study on Newell Creek Canyon and recommended the site not be built upon. The City allowed construction of apartments, and there had been continuing problems with land slides. Homes on Holly Lane had also been destroyed by land slides. What happened in Newell Creek Canyon and in Holly Lane could have disastrous effects on Highway 213. She gave the example of Thayer Road which*

*had problems with land slides as well. The area planned for development in Park Place was in a sensitive area of waterways, flood plains, wetlands, and slopes. Did the City want the risk of bringing Holly Lane up to Holcomb in an area where development was limited? She also questioned construction of the Swan Road extension in an area where wetlands abound.*

### **3. Work Session**

#### **3a. [PC 13-018](#) Transportation System Plan Update (Ordinance 13-1002 and 13-1003)**

*Mr. Lewis reviewed the Oregon City Municipal Code amendments associated with the Transportation System Plan update.*

*Laura Terway, Planner, discussed the reasons for changing the Code, highlighted the Code amendments proposed for applicability, modifications, street design, maximum street intersection spacing standards, minimum driveway spacing from street interesections, and pedestrian and bicycle accessways.*

*Suggestions were made by the Commission to bring more clarity in the Code.*

*John Ripplinger, transportation engineer with Ripplinger and Associates, gave a brief overview of the change from level of service standards for measuring traffic to a volume to capacity ratio standard. This would bring the City into uniformity with ODOT's expectations. It would be a significant change.*

*Mr. Lewis stated most of the critical signals in Oregon City were ODOT's signals and it made sense to use the same standard.*

*Mr. Ripplinger said the significant change was they would be allowing more intense development and more traffic before a developer had to mitigate for it.*

*There was discussion regarding the pros and cons of this new standard and how it was different from the previous level of service standard. There was concern about developers not implementing system improvements with the new standard. These concerns would be addressed at the next Planning Commission meeting.*

*Ms. Terway explained the changes in the Code for cul-de-sacs and dead end streets.*

*Christina Robertson-Gardiner, Planner, discussed the Parking Study recommendations and creation of a Downtown Parking Overlay District with a 50% reduction in parking and McLoughlin Commercial Parking Overlay District with a 35% reduction in parking.*

*Commissioner McGriff was concerned about increasing the amount of people parking in the McLoughlin neighborhood.*

*Mr. Ripplinger discussed the criteria for Planning Commission adjustments to the parking standards. The adjustment criteria were: function and use of the site, compatibility, safety, and services.*

*There was discussion regarding how the parking recommendations met the vision for mixed use and higher density and the problem of on street parking for residences.*

*Ms. Robertson-Gardiner compared the current parking requirements and proposed changes.*

*Mr. Ripplinger gave examples of how Oregon City compared with the City of Portland and City of Lake Oswego in how those cities were reducing parking. The current parking standards for Oregon City were for stand alone suburban communities and did not apply well to a regional center like Oregon City and they were trying to make advances along that direction.*

*Ms. Robertson-Gardiner gave examples of two projects on hold because the applicants did not want to move forward with a Planning Commission variance to the current parking standards, one on 7th street and one on 12th and Main.*

*Mr. Ripplinger discussed recommended literature regarding parking. There was discussion regarding the concept of paid parking in McLoughlin.*

*Ms. Robertson-Gardiner stated this was one way to create a multi-modal, mixed use, safe, amenity rich downtown and McLoughlin area. She had been working with Lloyd Purdy, Downtown Manager, and Blaine Meier, member of the Land Use Committee with the Chamber of Commerce, regarding the parking reduction. She invited them to the speak at the next meeting.*

*Commissioner Mabee asked for the numbers for 25% reduction in the McLoughlin District. He did not have a problem with the 50% reduction for downtown. Commissioner McGriff asked for numbers for 20% reduction.*

*Chair Kidwell thought people would go elsewhere if they could not find a place to park, and he wanted to know the current inventory of parking as a ratio to the businesses in downtown. One way to encourage a parking structure was charging for on street parking so people would want to pay for a less expensive parking structure. He suggested having metered parking in the business district that customers and business owners had to pay for and the surrounding areas have a permit only parking for residents.*

*The first Planning Commission public hearing on the TSP would be March 25.*

#### **4. Communications**

*There were no communications.*

#### **5. Adjournment**

*Chair Kidwell adjourned the meeting at 10:07 PM.*