



CITY OF OREGON CITY PLANNING COMMISSION MINUTES

**Commission Chambers, Libke Public Safety Building, 1234 Linn Ave, Oregon City
Monday, January 13, 2025, at 7:00 PM**

1. CALL TO ORDER AND ROLL CALL

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

Present:6 – Chair Greg Stoll, Vice Chair Paul Espe, Commissioner Brandon Dole, Commissioner Bob LaSalle, Commissioner Karla Laws, Commissioner Dirk Schlagenhauser

Staffers: 2 - Community Development Director Aquilla Hurd-Ravich, Planning Manager Pete Walter

2. ELECTION OF OFFICERS

- A. A nomination was made by Commissioner Schlagenhauser and seconded by Commissioner LaSalle to make Vice Chair Espe the Chair for 2025. No other nominations.**

The motion carried by the following vote:

Yea: 6 - Commissioner Dole, Commissioner LaSalle, Commissioner Laws, Commissioner Schlagenhauser, Vice Chair Espe, Chair Stoll

Nay: 0

- B. A nomination was made by Commissioner Schlagenhauser and seconded by Commissioner Stoll to make Commissioner Dole the Vice Chair for 2025. No other nominations.**

The motion carried by the following vote:

Yea: 6 - Commissioner Dole, Commissioner LaSalle, Commissioner Laws, Commissioner Schlagenhauser, Commissioner Stoll, Chair Espe

Nay: 0

3. MEETING MINUTES

- A. Meeting Minutes for Approval: November 18, 2024.**

A motion was made by Commissioner LaSalle, seconded by Commissioner Schlagenhauser to approve the meeting minutes for November 18, 2024.

The motion carried by the following vote:

Yea: 6 - Commissioner LaSalle, Commissioner Laws, Commissioner Schlagenhauser, Commissioner Stoll, Vice Chair Dole, Chair Espe

Nay: 0

4. PUBLIC COMMENTS

Oregon City resident, Jim Nicita, provided a public comment regarding the Tumwatta Master Plan Amendment application coming up for review by the Planning Commission. He expressed concern that the file should be processed as a legislative proceeding, not a quasi-judicial proceeding.

5. DISCUSSION ITEMS

- A. Climate Friendly and Equitable Communities was introduced by Community Development Director Hurd-Ravich. The public engagement process is beginning. She introduced Brian Davis who is the consultant helping with the process. This is really about Parking Code Updates.

Brian explained with the new rules what the City can and cannot require with regards to parking.

Rules require cities to 1) Adopt Climate Friendly areas; 2) Support Electric vehicles; 3) Reduce Parking mandates and 4) address critical gaps in walking, biking and transit networks.

There are 3 options cities can choose from and Oregon City has chosen to do a prescriptive reform including several relatively minor interventions. Noting that parking minimums do not apply within "Climate Friendly Areas" and areas within ½ mile of frequent transit. There will be some work needed to adjust parking maximums especially with Multi-family projects. Otherwise, adjustments should be minor or not needed.

Initial work was done pre-October 2024 and then an Ad hoc advisory committee met and gave feedback and recommendations. January-February 2025 will be a time for outreach to committees and the public. Then March-May will be the formal Type IV Legislative proceedings.

He went over the types of developments that are no longer required to provide parking. These developments may choose to provide parking subject to maximums. Brian further explained that various improvements to parking design are required as well as bicycle parking requirements. Oregon City already addresses several of these items in the existing code.

Some areas of feedback about some of the legislation has to do with

- 1) the "underused" on- and off-street parking spaces and how can code be structured to protect what the City has already established as allowable uses for redevelopment of those areas.

Commissioner discussion ensued about the "underused" definition and how we protect our code. Brian needs more direction from DLCD for the City to write code that allows property owners to determine "underusage" without undermining code. Could a burden of proof be put on the property owner – possibly but have to check with DLCD to see if it is legal.

Question was raised if these are hard rules or what happens if we just decide these are not good for our City and don't want to implement. Brian is not sure what the penalty would be for not implementing it.

Commissioner also brought up safety, visibility and concern for our existing

neighborhoods where there are narrow streets and the homes don't have driveways. Brian indicated that this would be a management consideration, not necessarily in the code specifically.

Question was asked about what determines a frequent transit line. It is a bus every 15 minutes. Even if Tri-met took out buses, we would still have to deal with the code amendments, but we would not have the buffer zone.

- 2) Requiring at least one of three climate mitigation actions from new parking lots above ½ acre. Does the City adopt a fee-in-lieu be included as an option? Can code encourage parking lots to be as climate-friendly as possible by encouraging tree preservation?

Commissioner made a suggestion that the fee-in-lieu be a last resort when one of the other two options does not work for some reason.

Director Hurd-Ravich let the commissioners know that the Ad-Hoc committee felt that the fee-in-lieu be removed as an option, but it was left in for the public engagement sessions to show that it was an option.

If the fee-in-lieu is kept, the funds would be in a city controlled dedicated account for solar or wind energy development or a fund at the Oregon Dept of Energy designated for Clean Energy. Question was asked if any of the fee could be applied to a beautification fund, like the canopy, or does it all have to go to the Clean Energy account. The OAR is pretty specific about the wind and solar energy. Maybe create grants for people to add solar to their homes.

- 3) Electric vehicle charging requirements. The 2022 rule requires the wiring, it does not have to have them fully functional. Any infrastructure would need to be sure not to create accessibility issues. Are there ways to have solar panels and charging stations work in tandem.

Commissioner is not sure if Oregon has a time frame for only having electric cars, but it seems that we are putting in housing that does not have individual parking spaces, but to charge an electric car, they need that so that it is metered. It seems that if this is not addressed now, it will be an issue in the future. Brian indicated this is something being looked at now that both meets the state law but also developing enough parking and providing options. It may be possible to change the language to require the actual station, not just the infrastructure.

- 4) Bicycle and small-scale mobility device parking. This will mostly affect new development. There have been some question about accommodating e-bikes, cargo bikes, etc. Does the City want to address requirements that go beyond the standard bike parking?

Commissioner wants to be sure we're not prohibited to provide parking for mopeds or motorcycles, it is just not part of the small-scale mobility devices.

Commissioner asked a question back to the EV chargers wondering if we could word the code as a parking station per so many units instead of a percentage. Wants to be sure developers cannot put in infrastructure but not provide the space to actually park and use it. Brian believes that kind of wording in the code could be an option.

- 5) Parking Maximums are already in place in Oregon City, but it will need to be adjusted to be 1.2 spaces per studio unit and 2 spaces per other units to comply. Should those maximums only be applied in the buffer area or citywide?

Commissioners expressed concern about having two different maximums and would rather implement the change citywide. It would apply to new development, not existing. There is a question about redevelopment scenarios and if the maximums would apply.

Next steps include additional committee meetings and public engagement. This will come back to the Commission in March as a legislative file. The new code should go into effect by June 2025.

5. COMMUNICATIONS

- A. Next meeting scheduled is January 27. This meeting will be covering the Tumwatta Master Plan. It will also be addressing a fast-tracked legislative amendment due to a new FEMA requirement for the Flood Plain chapter.
- B. There have been a number of applicants for the Planning Commission open positions and City Commission has not yet scheduled the interviews.
- C. The Chambers are going to get updates to help with the acoustics starting on January 16 and supposed to be done by January 26th, but be aware because if they are not, we will move the meeting to City Hall on the 27th.
- D. Good news that Park Place Concept Plan was adopted by City Commission on January 7th. There were a couple of small updates about pet services and alleys from the City Commission in the final plan.

6. ADJOURNMENT

Chair Espe adjourned the meeting at 8:40 p.m.

