

# CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

## Policy Session Worksheet

**Presentation Date:** April 17, 2018 **Appx Start Time:** 10:30 AM **Appx Length:** 60 min

**Presentation Title:** 2018-19 Long-Range Planning Work Program

**Department:** Transportation and Development

**Presenters:** Mike McCallister, Planning Director; Karen Buehrig, Transportation Planning Supervisor; Jennifer Hughes, Principal Planner;

**Other Invitees:** Dan Johnson, Director; Mike Bezner, Asst. Director of Transportation

### **WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?**

We are asking the Board to authorize the 2018-19 Long-Range Planning Work Program.

### **EXECUTIVE SUMMARY:**

Every year, county Long-Range Planning staff focus on high-priority planning projects that have been suggested by staff, other county departments, the Board of Commissioners, community groups and members of the public. On March 12 and March 26, 2018, the Planning Commission received public input on the draft recommendation for the 2018-19 Long-Range Planning work program. After receiving public input, the Planning Commission discussed and developed the attached recommendation.

The process to select projects for 2018-19 began in fall 2017, when the public and county departments were invited to submit ideas by Nov. 30, 2017. This opportunity was publicized through news releases, the county's quarterly newsletter, social media the county website and emails.

In December and January, staff evaluated and prioritized the suggested projects, as well as any current projects that may carry over to the next year, based on the following criteria:

- **Staff and financial resources / efficiency** – How much staff time and funds would the project require? Are those resources available?
- **Support county strategic goals** – Would implementation of the project help move toward fulfillment of one or more county strategic goals as described in Performance Clackamas?
- **Support current initiatives** – Does the project support or complement other significant county areas of focus? Does it coincide with current county initiatives?
- **Consistency with state and regional requirements and parameters** – Would the project, and the results of the project, meet any relevant legal requirements? Does it comply with state and regional guidelines?

- **Result in change to Zoning & Development Ordinance (ZDO), Comprehensive Plan or other county planning documents** – Does the project require long-range land use or transportation planning, or does it require attention from a different content area?

## **Public Outreach**

Public outreach included a September 19, 2017, notice to Community Planning Organizations and Hamlets, other interested parties and other county departments to solicit project suggestions for inclusion in the work program. A discussion was held at the Community Leaders Meeting in November 2017.

The Planning Commission was updated on the input received to date on December 11, 2017. The Commission members discussed other suggestions they had for long-range planning projects in 2018-19. In addition, the Board of County Commissioners discussed the draft 2018-19 Long-Range Planning Work program recommendations at a BCC policy session on February 27, 2018.

Community outreach about the Planning Commission's March 12 and March 26 public meetings and opportunity for the public to comment, included a news release, social media (Facebook, Twitter and Nextdoor), flyers in public service lobbies, a notice on the county's cable television channel reader board, posting on several county webpages (including the front page) and emails sent to CPOs, Hamlets and all those who submitted suggestions for the 2018-19 work program.

The written comments submitted during the outreach process are included in Attachment B. The minutes from the Planning Commission meetings on March 12<sup>th</sup> and March 26, 2018 are included in Attachment C.

## **Recommended Projects**

A total of 43 projects were submitted for consideration. After receiving public input, the Planning Commission recommended 14 projects for the 2018-19 Long-Range Planning Work Program -- seven with a land use focus and seven with a transportation focus. Two additional transportation planning projects may begin near the end of the 2018-19 fiscal year if grant funding requests are successful.

Attachment A includes the list of projects submitted for consideration for the work program as well as the Planning Commission *Long-Range Planning Work Program Recommendations for 2018-19 – April 17, 2017*

The Planning Commission heard from several people who provided input on the following projects.

- Desire to have a project that addresses the safety concerns and streetscape plans implemented along US 26 through Rhododendron (T-6)
- Opposition to the short-term rental project (L-4)

- Interest in including project to enable small scale manufacturing and production (NRD)
- Interest in reinstating the Heritage Tree Program and strengthening the protection of heritage trees (new project)
- Support for the marijuana ordinance amendment and interest in additional protection of farm land (L-3)
- Concerns about the impact of the Arndt Road Goal Exception alignment change and its implications inside the city of Canby (T-4)

In response to public input, the Planning Commission recommendation includes a project to apply for funding to address the issues raised by ODOT related to the US 26 sidewalks and crossings projects that are included in the Villages at Mt Hood Pedestrian and Bikeway Implementation Plan (T-6). In addition, the Planning Commission requested that access alternatives be explored as a part of the Arndt Road goal exception project (T-4).

**FINANCIAL IMPLICATIONS (current year and ongoing):**

Is this item in your current budget?       YES       NO

The 2018-19 Long-Range Planning Work program will be funded through the 2018-19 budget process.

What is the cost? 4.5 FTE      What is the funding source? General Fund and Road Fund

The development of the annual work program is timed to provide a basis for budget discussions for the upcoming fiscal year. It is projected that there will be 2.75 FTE of land use planning staff time and approximately 1.75 FTE of transportation planning staff time needed for the work program in 2018-19.

**STRATEGIC PLAN ALIGNMENT:**

- How does this item align with your Department’s Strategic Business Plan goals?

The Long-Range Planning Work Program supports the goal of providing “plan development (updates to the Comprehensive Plan, Transportation System Plan and Zoning & Development Ordinance), analysis, coordination and public engagement services to residents; businesses; local, regional and state partners, and County decision-makers so they can plan and invest based on a coordinated set of goals and policies that guide future development.”

- How does this item align with the County’s Performance Clackamas goals?

The Long-Range Planning Work Program aligns with the following Performance Clackamas Strategic Priorities:

- Build public trust through good government
- Grow a vibrant economy

- Build a strong infrastructure
- Ensure safe, healthy and secure communities
- Honor, utilize, promote and invest in our natural resources

**LEGAL/POLICY REQUIREMENTS:**

There are no identified legal requirements for adoption of the annual long-range planning work program. However, it is the county’s policy to conduct an annual outreach process and public meeting before the Planning Commission prior to Board approval of the work program.

**PUBLIC/GOVERNMENTAL PARTICIPATION:**

Public outreach for the Long-Range Planning Work Program was conducted during September 2017 through March 2019. Public meetings with the Planning Commission occurred on March 12, 2018 and March 26, 2018.

**OPTIONS:**

1. Authorize the Long-Range Planning Work Program as recommended by the Planning Commission
2. Authorize the Long-Range Planning Work Program with amendments

**RECOMMENDATION:**

Staff respectfully recommends that the BCC authorize the Long-Range Planning Work Program as recommended by the Planning Commission

**ATTACHMENTS:**

Attachment A: Planning Commission Long-Range Planning Work Program Recommendations for 2018-19, April 17, 2018

Attachment B: Exhibit List and Documents submitted to the Planning Commission

Attachment C: Planning Commission Minutes March 12 and March 26, 2018

**SUBMITTED BY:**

Division Director/Head Approval \_\_\_\_\_  
 Department Director/Head Approval \_\_\_\_\_  
 County Administrator Approval \_\_\_\_\_

*For information on this issue or copies of attachments, please contact Karen Buehrig @ 503-742-4683*



Department of Transportation & Development  
 Planning Commission Long-Range Planning Work Program Recommendations for 2018-19  
 April 17, 2018

County strategic goals: 1) Grow a Vibrant Economy; 2) Build a Strong Infrastructure; 3) Ensure Safe, Healthy and Secure Communities; 4) Honor, Utilize, Promote and Invest in Our Natural Resources, and 5) Build Public Trust Through Good Government

**INTRODUCTION**

Every year, county long-range planning staff focus on high-priority projects that have been suggested by staff, other county departments, the Board of Commissioners, community groups and/or members of the public. The process to select projects for 2018-19 began in fall 2017, when the public and county departments were invited to submit ideas by Nov. 31, 2017. This opportunity was publicized through news releases, the county's quarterly newsletter, social media and emails.

In December and January, staff evaluated and prioritized the suggested projects and current projects that may carry over to the next year based on the following criteria:

- **Staff and financial resources / efficiency** – How much staff time and funds would the project require? Are those resources available?
- **Support county strategic goals** – Would implementation of the project help move toward fulfillment of one or more county strategic goals as described in Performance Clackamas? If so, which one(s)?

- **Support current initiatives** – Does the project support or complement other significant county areas of focus? Does it coincide with current county initiatives?
- **Consistency with state and regional requirements and parameters** – Would the project, and the results of the project, meet any relevant legal requirements? Does it comply with state and regional guidelines?
- **Result in change to Zoning & Development Ordinance (ZDO), Comprehensive Plan or other county planning documents** – Does the project require long-range land use or transportation planning, or does it require different methods and/or attention from a different content area?

An overview of the potential projects for 2018-19 was provided to the Board of County Commissioners on February 27. Public input was received at Planning Commission meetings on March 12 and 26, 2018. Funding for the selected projects will be included in the county's budget for the 2018-19 fiscal year, which begins July 1, 2018.

**LAND USE PLANNING PROJECTS RECOMMENDED FOR 2018-19**

#	Project	Description	Source of Proposal	Staff Comments	Estimated Staff Time (full-time equivalent – FTE)	County Strategic Goal Supported
L-1	<b>Zoning and Development Ordinance (ZDO) Audit</b>	Continue and complete multi-year ZDO audit – Section 700: Special Districts; Section 200: Definitions; possible renumbering / reorganization of entire document. Research, write / revise code; public notice and outreach; public hearings (Planning Commission, County Commissioners); adopt text amendments to ZDO and, as needed, Comprehensive Plan.	Planning & Zoning Division	This is expected to be the final year of the ZDO audit.	1.0 FTE	Goal 5
L-2	<b>Park Avenue Station Area Development &amp; Design Standards</b>	In partnership with the McLoughlin Area Plan Implementation Team (MAP-IT), work with a consultant to develop and implement a community outreach program on commercial and multifamily design and development standards, and residential protection, and to assess the livability of adjacent residential neighborhoods	MAP-IT, Oak Lodge CPO, Jennings Lodge CPO, Oak Lodge Legacy, Planning & Zoning Division	Applying for a grant for this program was in the 2017-18 Work Program. That was successful, and work began in early 2018.	0.20 FTE	Goals 1, 2, 3, 4, 5
L-3	<b>Marijuana Ordinance Amendment</b>	Limit the number of Oregon Liquor Control Commission marijuana production licenses and Oregon Health Authority medical marijuana registrations allowed per property.	Planning & Zoning Division	Will require individual notice to owners of property in the affected zoning districts	0.25 FTE	Goals 3, 5
L-4	<b>Short-Term Rentals in Single-Family Residential Zones</b>	Revise the ZDO to allow short-term rentals (e.g., Airbnb) in single-family dwellings	Planning & Zoning Division	Will require extensive coordination with other departments (building codes, septic, tourism, etc.) and include robust public outreach.	0.5 FTE	Goals 1, 3, 5
L-5	<b>Revise Policies on Changes in Low-Density Residential Zones</b>	Amend Comprehensive Plan policies for applying different low-density residential zones (R-2.5 through R-30). A recent Land Use Board of Appeals decision is inconsistent with the way the county has applied these policies; and the community and the Board have expressed interest in limiting up-zoning in low density residential areas.	Planning & Zoning Division, Jennings Lodge CPO, Oak Grove Community Council	This is a top priority from McLoughlin Area Plan, Phase II: “modify existing ZDO to better protect, enhance and preserve neighborhoods from up-zoning and incompatible development.”	0.20 FTE	Goals 1, 5
L-6	<b>Accessory Dwelling Unit Regulations for Rural Areas</b>	Develop and adopt language for the Zoning & Development Ordinance to allow ADUs in rural zoning districts to the extent enabled by changes to state law. Change code to allow extensive use of ADU's, but possibly with a sunset clause, to help with current housing issues.	Planning & Zoning Division  Planning Commissioner Mark Fitz	Needed to implement HB 3012 and SB 1051, approved in 2017. More details expected from 2018 legislative session.	0.20 FTE	Goals 1, 3, 5
L-7	<b>Housing Needs Assessment and Buildable Lands Inventory</b>	Prepare countywide needs assessment with in-depth analysis of current and future affordable, workforce and other housing options, in compliance with Oregon Planning Housing Goal 10; countywide buildable lands analysis; work with Clackamas County Coordinating Committee (C4); support Homeless and Housing Affordability Task Force.	County / C4 Metro Subcommittee	Will require staff support as technical advisors. Comprehensive Plan/ZDO amendments may not be required in 2018-19.	0.2 FTE	Goals 1, 3, 5

**TRANSPORTATION PLANNING PROJECTS RECOMMENDED FOR 2018-19**

#	Project	Description	Source of Proposal	Staff Comments	Estimated Staff Time (full-time equivalent – FTE)	County Strategic Goal Supported
T-1	<b>Safe Routes to Schools (SRTS)</b>	Develop SRTS action plans for four schools in order to increase safety for children, parents and others going to and from schools. Involves education and outreach, research and analysis, and writing plans.	Transportation Planning	3rd year of 3-year grant; 12 schools total, or an average of 4/year	0.3 FTE	Goals 2, 3
T-2	<b>Damascus Area Transportation Needs</b>	Review current plans for transportation projects on county roads in unincorporated area formerly in the city of Damascus and outside Happy Valley’s planning jurisdiction, and identify or develop needed projects to include in the county’s Transportation System Plan (TSP). Will involve public notice and outreach, public hearings, and adopting Comprehensive Plan amendments	Transportation Engineering & Construction	Happy Valley received a \$400,000 Metro 2040 grant for the Pleasant Valley / North Carver Comp Plan.	0.5 FTE	Goals 1, 2
T-3	<b>Canby Ferry Toll Bridge Feasibility Study</b>	Analyze the feasibility of replacing the Canby Ferry with a toll bridge at the current ferry location, with a focus on traffic analysis, toll operations and administration, and financial feasibility.	Transportation Engineering & Construction	The Canby Ferry provides daylight service across the Willamette River for \$4 per trip, with relatively low use, at a cost of approximately \$400,000/year.	0.2 FTE	Goals 1, 2
T-4	<b>Arndt Road Extension Goal Exception</b>	Explore alignment options and undertake, as necessary, development of a goal exception to support the crossing of the Molalla River in relation to the Board of Commissioners goal to provide access from I-5 to the city of Canby. Includes exploring alignment options, completing cost estimates, discussing cost and funding sources with Canby and updating the goal exception for alignment.	Transportation Planning	No current funding source.	0.1 FTE land use 0.3 FTE transportation	Goals 1, 2
T-5	<b>Stafford Area Preliminary Infrastructure Feasibility Analysis</b>	Study potential demands that various levels of urban growth would have on sewer, water, storm water and transportation infrastructure in the Stafford area, and how those demands would impact neighboring cities. Recommend appropriate future jurisdictional responsibility of areas within Stafford.	Transportation Planning	Final reserves decision expected before 2018 legislative session. Funding extended through 2018	0.2 FTE	Goals 1, 2, 3, 4, 5
T-6	<b>Coordinate TGM Quick Response application - Rhododendron</b>	Coordinate with the Oregon Department of Transportation Transportation and Growth Management (TGM) Quick Response Program and the Rhododendron CPO to develop a project application to address the design concerns identified by ODOT in Appendix 3 of the Mt. Hood Villages Pedestrian & Bicycle Implementation Plan.	Rhododendron CPO	While the CPO originally asked for help with a community visioning plan, staff recommends focusing on actions that will specifically work to prepare the capital projects to implement sidewalks and pedestrian crossings of Hwy 26 forward into the design process. The first step is to address the concerns identified by ODOT.	0.1 FTE	Goals 1 & 2
T-7	<b>Barton Park Complex Master Plan</b>	Provide long-range planning support to develop a master plan to ensure coordination and best use of the various facilities and amenities at the complex to meet the long-term needs of current and future users.	County Parks Division	Barton Park, is accessible off SE Barton Park Road and provides a connection to the Cazadero Trail. It has a Transportation Maintenance storage facility, Barton Sand & Gravel Pit reclamation, 6-acre Fandrich property, a ticket booth and property owned by Metro.	0.3 FTE	Goals 2 & 4
<b><i>The following projects are recommended for 2018-19 if funding becomes available. Funds are being actively sought for both projects.</i></b>						
T-8	<b>Lake Oswego – Oak Grove Ped/Bike Bridge over Willamette River Feasibility Study</b>	Identify feasible bridge locations; work with regional state and federal partners to determine scope and special studies needed, and to identify appropriate roles and contributions to the project; develop funding plan for construction, operations and maintenance; conduct public outreach to gauge community opinion about the project.	Transportation Planning	This is in Tier 2 of the county’s Transportation System Plan (TSP) and in the 2018 update of the Metro Regional Transportation Plan for fiscally-constrained projects. The county’s Ped/Bike Advisory Committee recommends it as the highest priority project from the Clackamas area. Active Transportation grant funds are being pursued.	.25 FTE	Goals 1, 2, 3
T-9	<b>Transit Planning for Clackamas County</b>	Seek funding (perhaps TGM) to develop strategies, actions and tools to make transit more usable in the County.	Transportation Planning	Result of talks on Regional Transit Strategy and TriMet Service Enhancement Plans.	0.2 FTE	Goals 1, 2, 3

**PROJECTS NOT RECOMMENDED FOR 2018-19**

**For future consideration (if time and money are available)**

#	Name	Description	Source of Proposal	Staff Comments
NRA	<b>Development Review Performance Measures</b>	Research impacts of implementing additional performance measures for sidewalks, bikeways, transit and safety. Include safety performance measures in Transportation Safety Action Plan (TSAP) project development. Involves reviewing past development review applications, public outreach, and notice and hearings, if amendments are needed.	Transportation Planning	Held over from 2017-18, when no staff was available.
NRB	<b>McLoughlin Boulevard Community Design Plan Framework</b>	Plan and develop a community design plan for the unincorporated area of McLoughlin Boulevard north of Gladstone and south of Milwaukie, as a follow-up to the Park Avenue Station Area Development and Design Standards project.	<ul style="list-style-type: none"> <li>• McLoughlin Area Plan Implementation Team</li> <li>• Oak Grove Community Council</li> <li>• Jennings Lodge CPO</li> </ul>	This may be appropriate in the future once the Park Avenue Station Area project is completed.
NRC	<b>Molalla Forest Road Master Plan</b>	Develop a master plan for a new multi-use path along the former private logging road from Canby at SE 13 <sup>th</sup> Avenue to S Macksburg Road to provide a place for people to walk, bike, horseback ride and in-line skate, and link to the Molalla Forest Road section in Canby that is now a multi-use path.	City of Canby and Canby Bike/Ped Committee	This is a City of Canby project. We will continue to work with the city on this and watch for grant opportunities.
NRD	<b>Enable Small-Scale Manufacturing and Production</b>	Amend ZDO to enable certain small-scale manufacturing and production in Community Commercial General Commercial districts.	Oak Grove Community Council	This is a good suggestion and could be broadened to include evaluation of how manufacturing/processing uses are regulated in all commercial zones. There is insufficient staff time available to consider this in 2018-2019 given other priorities, but staff recommends keeping it on the list for a future year's work program.
NRE	<b>Official Recognition of CPOs and Their Role in the Planning Process in the ZDO</b>	Amend the Zoning Ordinance to include official and formal recognition of Community Planning Organizations (CPOs) and their role as participants in the County's planning process, similar to Washington County's Community Development code, with its description and roles of major participants in the planning process. Community members in CPOs volunteer 100s of hours every year to help the County carry out State Goal 1 and public involvement in planning, as it relates to their communities, yet this role is not formally acknowledged or described in the Zoning Ordinance.	CPO Summit	Chapter 2 of the Comprehensive Plan, Citizen Involvement, speaks to the purpose and role of CPOs, and CPOs are mentioned many times in ZDO 1307, which regulates the land use review process. However, it may be useful to review current text and ensure that it accurately and appropriately reflects the role of these important community groups.

**Portions to be completed as part of recommended projects**

#	Name	Description	Source of Proposal	Staff Comments
NRE	<b>Tree Canopy Preservation</b>	<ul style="list-style-type: none"> <li>• Amend ZDO to add building limitations to protect tree canopies within a proposed development with over a specified percentage of tree canopy or number of trees/acre</li> <li>• Amend ZDO to require that on land with any acres with a specified percentage of tree canopy or number of trees/acre, any development must be submitted as a planned unit development with at least 20% of the treed land preserved in open space tracts.</li> </ul>	Jennings Lodge CPO	ZDO sections that regulate tree preservation will be reviewed for consistency and clarity as part of the final phase of the ZDO audit. New regulatory protections for trees are beyond the scope of the audit and could require broad public outreach to the extent that development rights would be curtailed.
NRF	<b>Improve Natural Resource Area Protections</b>	<p>Amend ZDO to better balance property rights with the need for strong natural resource area protection:</p> <ul style="list-style-type: none"> <li>• Require an alternatives analysis that leverages alternative design techniques to comply with applicable standards of the natural resource overlay district(s) without sacrificing development potential</li> <li>• Apply this analysis to development that proposes to encroach on buffers intended to protect resources in the natural resource overlay districts (FMC, HCA, WQRA, WRG, etc.) or regulated by ZDO Section 1002, Protection of Natural Features</li> </ul>	<p>North Clackamas Urban Watersheds Council</p> <p>Jennings Lodge CPO</p>	The ZDO sections that regulate these areas are scheduled to be reviewed for consistency and clarity as part of the final phase of the ZDO Audit. However, new regulatory protections are beyond the scope of the audit and may necessitate broad public outreach to the extent that development rights would be curtailed.

#	Name	Description	Source of Proposal	Staff Comments
		<ul style="list-style-type: none"> <li>Amend 1002.04(A) to require development plans to incorporate a specific number of techniques from 1002.04(A), 1-10. Amend ZDO to require tree preservation as provided in 1007.04 with roads planned around groves of trees to preserve them.</li> </ul>		
NRG	<b>Protect and Enhance Natural Habitat</b>	Identify strategies to protect and enhance existing natural habitat.	Oak Grove Community Council	The ZDO sections that regulate natural habitat protections will be reviewed for consistency and clarity as part of the final phase of the ZDO Audit. However, new regulatory protections for wildlife habitat are beyond the scope of the audit and would necessitate broad public outreach and compliance with Statewide Planning Goal 5.
NRH	<b>Improve Public Participation in Land Use Planning and Development Review</b>	Amend ZDO to add language to improve public participation and resource protections.	Oak Grove Community Council	The procedural standards of the ZDO were reviewed and amended in an earlier phase of the ZDO Audit. The ZDO provides for extensive public notice, CPO involvement and the opportunity to appeal all Type II land use applications to the Land Use Hearings Officer.
NRI	<b>Improve Wetlands Protections</b>	Amend ZDO 1011.02(A) to add wetlands, including recharge areas, so that wetlands identified as open space by the Comprehensive Plan are provided with the same protections as other open space resources in the urban area.	North Clackamas Urban Watersheds Council	Inconsistent ZDO wetlands references will be evaluated as part of the ZDO Audit. Protections can be clarified if they are consistent with the Comprehensive Plan and our Goal 5 program for open space.
NRJ	<b>Protect Neighborhood Character</b>	Amend the ZDO to require that new development protect the character of existing low density neighborhoods, or provide a mechanism for neighborhoods to define their character and require that development be compatible with the identified character	Jennings Lodge CPO	Since state law does not permit urban area housing to be subject to discretionary approval criteria, this would have to be implemented through clear and objective standards such as setbacks, building height, lot coverage and architectural standards. A neighborhood could help define its character, but ultimately the Board would have to adopt any regulatory development requirements.
NRK	<b>Neighborhood Affordability and Development Compatibility</b>	Amend the ZDO to protect the existing character of low- and medium-density neighborhoods through standards for lot size, lot coverage, floor area ratios, percentage of impervious surfaces, building materials, windows and doors, building heights and building orientation on the lot.	McLoughlin Area Plan Implementation Team	<b>[Similar to project above, but with a different approach.]</b> Would require extensive public outreach because it would limit the types of improvements property owners can make to their homes and land. To the extent that land divisions would be precluded, setbacks increased, etc., individual property owner notice would be required. Implementation would increase administrative review time for building permits and submittal requirements for permit applicants.

### Not long-range planning or not county long-range planning

#	Name	Description	Source of Proposal	Staff Comments
NRL	<b>Intergovernmental Agreement (IGA) with Milwaukie</b>	Revise IGA between the County and City of Milwaukie	City of Milwaukie	Administrative task, not planning
NRM	<b>Update Employment Lands Inventory</b>	Coordinate with Business & Community Services on the development of the Clackamas County Employment Lands Strategy which will prioritize the marketability of employment lands throughout the county.	Business & Community Services	BCS project that Planning can support, as it has in the past.
NRN	<b>Identify New Opportunities for Recreational and Open Space</b>	Incorporate a mechanism into the ZDO or into the regular work of staff to routinely assess private land that becomes available on the market for its suitability in meeting the open space and recreation needs of current and future residents.	<ul style="list-style-type: none"> <li>Oak Grove Community Council</li> <li>Jennings Lodge CPO</li> </ul>	We have no identified funding source to acquire land for open space and recreation. North Clackamas Parks & Recreation District is the designated parks provider for most of the unincorporated urban area. The ZDO, which applies to development proposals, would not be the appropriate way to require county staff to assess land for acquisition.
NRO	<b>Comprehensive Plan for Damascus Area</b>	Adopt an urban comprehensive plan for the Damascus area to allow for greater development opportunities.	Chris Flury, Damascus resident	The Damascus transportation system plan is underway, and Happy Valley is taking the lead on land use planning.
NRP	<b>Borland Road / Willamette Falls Drive Improvements</b>	Develop bike paths along Borland Road and Willamette Falls Drive to improving bike safety on surrounding roads. Create safe tourist loops from Highway 43 to Willamette Falls Road/Borland Road to Stafford Road and back along Highway 43.	Stacey Krish, West Linn resident	This is implementation, not planning.
NRQ	<b>Eliminate Homelessness</b>	End homelessness to enhance quality of life in the area	Dianne Pharo	This is beyond what can be undertaken in a single year, but the recommended housing affordability project is one step in this direction.



NRR	<b>Borland /Ek Road/ Stafford Road Active Transportation Plan</b>	Plan for/provide additional active transportation options in this area.	Planning Commissioner Gail Holmes	This is in the current Active Transportation Plan. Connects with Project T6 on Stafford.
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**Miscellaneous**

#	Name	Description	Source of Proposal	Staff Comments
NRS	<b>Underground Infrastructure</b>	Plan extensive underground parking under new construction; consider requiring other infrastructure (mass transit, electrical grid, major highways) to be placed underground.	Dianne Pharo	Would be part of a larger, regional discussion.
NRT	<b>Public Input on Stormwater Plans</b>	Amend the ZDO to require jurisdictional storm water authority comments on the storm water plan to be submitted with a land use application or at least prior to public hearing.	Jennings Lodge CPO	Would require coordination with Water Environment Services and Oak Lodge Water Services, and would increase some applicants' land use application costs due to the need to design the surface water management system. Now an applicant must submit a preliminary feasibility statement from the surface water management regulatory authority, but the authority can determine the degree to which the system must be designed in order to issue the statement.
NRU	<b>Involve Watersheds Councils in Land Use Application Review</b>	Amend the ZDO to require that recognized watersheds councils be: <ul style="list-style-type: none"> <li>• Asked to comment in pre-application conference packets for proposed Type II and III procedures within 500 feet of a FMD, HCA, WQRA or WRG, or for any subdivision proposal in the council's boundary.</li> <li>• Notified of applications requiring Type II and III reviews within 500 feet of a FMD, HCA, WQRA or WRG, or for any subdivision proposal in the council boundary.</li> </ul>	North Clackamas Urban Watersheds Council	The ZDO allows the Planning Director to implement these requests; but we do not solicit comments for pre-application conferences from entities other than those with regulatory authority over the proposed development or cities that may potentially annex the site. The purpose of these conferences is to advise the applicant of the standards and processes that will apply to review of their proposal. Wider notice is provided once an application is filed.
NRV	<b>Car Sharing</b>	Update code, etc. to make the county as welcoming as possible to car-sharing programs.	Mark Fitz, Planning Commissioner	Not part of County Code.
NRW	<b>Commercial Land</b>	Up-zone rural land to commercial land to combat the severe shortage of commercial property.	Mark Fitz, Planning Commissioner	State law restricts the County's ability to rezone land for commercial use in rural areas.
NRX	<b>Doggy Daycare</b>	Add doggy daycare facilities to the Zoning & Development Ordinance.	Mark Fitz, Planning Commissioner	This is allowed in some commercial districts. Staff believes the issue here is allowing it on rural residential property, which would require significant amendments to the County's home occupation or dog kennel standards.
NRY	<b>Ensure Livability Infrastructure to Support New Development</b>	Amend the ZDO with a formula to require large subdivisions to provide for local park land or open space	Jennings Lodge CPO	This would require legal analysis to avoid a Constitutional taking and coordination with North Clackamas Parks and Recreation District because new dwellings already pay a systems development charge for parks and "double dipping" may be problematic. NCPRD presumably would have to assume maintenance responsibility for the new parks and open space. Density transfer in exchange for parks dedication, a current option, could be considered as an alternative to loss of dwelling units.
NRZ	<b>Marijuana Ordinance Amendment</b>	Amend the ZDO to extend the operating hours for marijuana retailers from the current 10 am to 9 pm to the Oregon Liquor Control Commission (OLCC) allowed hours of 7 am to 10 pm	Michael Budd, Mt. Hood Cannabis Company (7 am to 9 pm); Mario Mamone, Maritime Café (8 am to 10 pm)	When adopting marijuana regulations, the Board considered whether to allow the same hours as the OLCC and decided the restricted hours were sufficient.

ATTACHMENT B

Exhibit List and Exhibits from Planning Commission Meetings

**EXHIBIT LIST**  
**IN THE MATTER OF THE 2018-2019 LONG RANGE PLANNING WORK PROGRAM**

<i>Ex. No.</i>	<i>Date Received</i>	<i>Author or source</i>	<i>Subject &amp; Date of document</i>
1	9/28/17	Rick Cook	Comment on work program
2	9/29/17	Dennis Egner, City of Milwaukie	Suggestion for a work program project
3	11/09/17	Chris Flury	Suggestion for a work program project
4	11/10/17	Dianne Pharo	Suggestions for work program projects
5	11/10/17 12/12/17 2/27/18	Steven G. Graeper, Rhododendron CPO	Suggestion for a work program project
6	11/11/17	Stacey Krish	Suggestion for work program projects
7	11/28/17	Matilda Deas, City of Canby	Suggestion for a work program project
8	11/29/17	Karen Bjorklund, CPO Summit	Suggestion for a work program project
9	11/29/17 2/27/18	Karen Bjorklund, Jennings Lodge CPO	Suggestions for work program projects
10	11/30/17	Baldwin van der Bijl, Oak Grove Community Council	Suggestions for work program projects
11	1/24/18	Michael Budd	Suggestion for a work program project
12	1/29/18	Mario Mamone	Suggestion for a work program project, 1/23/18
13	Undated	Joseph P. Edge, North Clackamas Urban Watersheds Council	Suggestion for work program projects
14	Undated	Terry J. Gibson, MAP-IT	Suggestion for work program projects
15	3/2/18	Elizabeth Davidson	Question about work program
16	3/2/18	Yvonne McVay	Suggestion for work program project
17	3/5/18	Amanda Gresen	Suggestion for work program project, 2/21/18
18	3/7/18	Steven G. Graeper, Rhododendron CPO	Testimony in support of Rhododendron Plan
19	3/8/18	Brigitte Romeo, Still Creek Inn	Testimony in support of Rhododendron Plan
20	3/8/18	Sara Pool	Testimony in support of Rhododendron Plan
21	3/9/18	Kyle Hardin	Testimony in support of Rhododendron Plan
22	3/10/18	Marti Bowne	Testimony in support of Rhododendron Plan
23	3/12/18	Mark Seder, Seder Architecture + Urban Design	Testimony in support of Rhododendron Plan
24	3/22/18	Albert Notz, Dewey Farms, LLC	Instagram photos of cannabis farm construction
25	3/22/18	Steven G. Graeper, Rhododendron CPO	Testimony in support of Rhododendron Plan
26	3/26/18	Amanda Gresen	Information about revitalizing the Heritage Tree Program
27	3/26/18	Andrea Warnock	Concerns about Arndt Road Extension Goal Exception

**EXHIBIT LIST**  
**IN THE MATTER OF THE 2018-2019 LONG RANGE PLANNING WORK PROGRAM**

<i>Ex. No.</i>	<i>Date Received</i>	<i>Author or source</i>	<i>Subject &amp; Date of document</i>
28	4/9/18	Michael Budd	Request to expand hours of marijuana dispensaries

**Hughes, Jennifer**

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**From:** richard cook <Rick\_Cook@beaverton.k12.or.us>  
**Sent:** Thursday, September 28, 2017 6:05 PM  
**To:** Gonzales, Lorraine; Rogalin, Ellen  
**Subject:** Re: Clackamas County Planning & Zoning Work program 2018-2019

Good evening,  
Thank you for the email.  
Just wondering how the Road Safety Audit will fit into this.  
4-6 weeks until results available. Will there be time to digest  
before more decisions are made?  
Sure we will have some ideas..)

Thanks,  
Rick

From Ellen's email last week:

"the Road Safety Audit is taking place this week and we should have results in 4-6 weeks. We'll be back in touch about having the chance to share and discuss the results with Stafford folks."

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EXHIBIT 1

## Gonzales, Lorraine

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**From:** Egner, Dennis <EgnerD@milwaukieoregon.gov>  
**Sent:** Friday, September 29, 2017 9:15 AM  
**To:** Gonzales, Lorraine; McCallister, Mike; Fritzie, Martha  
**Subject:** RE: Clackamas County Planning & Zoning Work program 2018-2019

Hello Lorraine, Mike, and Martha –

Please include revisions to Milwaukie's UGMA in your work program. This will actually happen in the near future. Hopefully, it will be something you will be able to mark off as completed early in the new year.

Denny

### DENNIS EGNER, FAICP

Planning Director  
o: 503.786.7654  
City of Milwaukie  
6101 SE Johnson Creek Blvd – Milwaukie, OR 97206

**From:** Gonzales, Lorraine [mailto:LorraineGo@co.clackamas.or.us]  
**Sent:** Thursday, September 28, 2017 5:51 PM  
**To:** Austin, Jim <jim@mthoodterritory.com>; Buehrig, Karen <KarenB@co.clackamas.or.us>; Caufield, Scott <scottcau@co.clackamas.or.us>; Cartmill, Barbara <BarbC@co.clackamas.or.us>; Clinton, Carl <carlcli@co.clackamas.or.us>; Grubowski-Johnson, Catherine <CGJohnson@clackamas.us>; Finley, Tim <TimFin@co.clackamas.or.us>; Hall, Andrea <Andreahal@co.clackamas.or.us>; Harmon, Randy <RandyHar2@co.clackamas.or.us>; Johnson, Dan <danjoh@clackamas.us>; Hoelscher, Scott <ScottHoe@co.clackamas.or.us>; Jkok@clackamas.us; Polk, Eben <EPolk@co.clackamas.or.us>; barbarasmo@clackamas.us; Rogalin, Ellen <EllenRog@co.clackamas.or.us>; Klepper, Emily <EmilyKle@co.clackamas.or.us>; Cartasegna, Mary Jo <MJCartasegna@co.clackamas.or.us>; Howatt, Drenda <DrendaHowatt@co.clackamas.or.us>; Ehayes@clackamas.us; DeSantis, Kimberlee <KimberleeDeS@co.clackamas.or.us>; mwagner@molalla.net; Mark@staroilco.net; nandreen@bctonline.com; meekmark@worldstar.com; Grayj2011@hotmail.com; Brian.Pasko@gmail.com; tompet234@frontier.com; Gholmes927@aol.com; jdrentlaw@gmail.com; ahurd-ravich@ci.tualatin.or.us; arouyer@ci.tualatin.or.us; belliot@cityofestacada.org; boyce@ci.gladstone.or.us; brownb@ci.canby.or.us; neamtzu@ci.wilsonville.or.us; jmorgan@damascusoregon.gov; jboyd@ci.westlinnoregon.gov; jsonnen@westlinnoregon.gov; planning@ci.lakeoswego.or.us; michaelw@ci.happyvalley.or.us; citymanager@molalla.net; ssiegel@ci.oswego.or.us; tkonkol@orcite.org; tbrown@cityofsandy.com; Egner, Dennis <EgnerD@milwaukieoregon.gov>; justinw@hbapdx.org; jleo@pmar.org; david@yourchamber.com; gronkee@msn.com; jennifer@eastsideathleticclub.com; Johnson, Dan <danjoh@clackamas.us>; Grubowski-Johnson, Catherine <CGJohnson@clackamas.us>; ken@ijco-cpa.com; johnhedlund@earthlink.net; fitz@staroilco.com; maia007@yahoo.com; bapowell@bctonline.com; johnbev@aracnet.com; Cyndilw52@gmail.com; snielsen1@earthlink.net; ghampton60@yahoo.com; eaglecreekcpo@gmail.com; pnbsteen@yahoo.com; corrie\_newland@yahoo.com; medleylj@gmail.com; chris@ckrlaw-proptax.com; nrinard@mdtclinics.com; tsr@bctonline.com; hamlet@molalla.net; chair@hamletofmulino.us; allen.taylor@ieee.org; leslieandtom@gmail.com; johnfreeman97140@gmail.com; lfsfreemanfarm@molalla.net; davefulton@me.com; jimmartinphd@yahoo.com; dknud@ccwebster.net; rhodycpo@comcast.net; pklaebe@comcast.net; rallen@gmail.com; patn@molalla.net; patricia.holloway@comcast.net; creightonandhelenyoung@gmail.com; Rick\_Cook@beaverton.k12.or.us; tracie.tolbert@earthlink.net;

mellowmartha@aol.com; oldreeves@msn.com; BCS - Dick Shook <dicksallyshook@juno.com>; info@ncuwc.org; ppearussell@gmail.com; barbkemper@yahoo.com; jenningslodgecpo@gmail.com; nathanb@serapdx.com; Rogholly1@aol.com; erikaspooner@gmail.com; Brown, Vahid <VBrown@co.clackamas.or.us>; Barth, Gary <GaryBar@co.clackamas.or.us>; Grubowski-Johnson, Catherine <CGJohnson@clackamas.us>; Swift, Richard <RSwift@co.clackamas.or.us>; Ko, Kevin <KKo@co.clackamas.or.us>

Cc: Rogalin, Ellen <EllenRog@co.clackamas.or.us>; Gonzales, Lorraine <LorraineGo@co.clackamas.or.us>; McCallister, Mike <MikeM@co.clackamas.or.us>; Hughes, Jennifer <jenniferh@co.clackamas.or.us>; Nesbitt, Lindsey <LNesbitt@co.clackamas.or.us>; Buehrig, Karen <KarenB@co.clackamas.or.us>

**Subject:** Clackamas County Planning & Zoning Work program 2018-2019

Good Afternoon All,

Please see the attached letter regarding the upcoming fiscal year for the Clackamas County Planning & Zoning Division. We are reaching out to you for potential project suggestions you would like our Division to include on the 2018-2019 fiscal work program. Please submit your suggestions to me by Monday, November 30, 2017.

Sincerely,

*Lorraine Gonzales, Senior Planner*

Clackamas County Planning & Zoning Division

150 Beaver Creek Rd,

Oregon City, OR 97045

(503) 742-4541

[lorrainego@co.clackamas.or.us](mailto:lorrainego@co.clackamas.or.us)

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EXHIBIT 2  
page 2 of 2

## Hughes, Jennifer

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**From:** Chris Flury <chrisflury1@gmail.com>  
**Sent:** Thursday, November 09, 2017 12:40 PM  
**To:** Gonzales, Lorraine  
**Subject:** County Planning

Lorraine,

I saw the article regarding upcoming Planning meeting looking for suggestions.

I would like to know what the current status is and what is being done for the Damascus area regarding the Comp. Plan and our development abilities now that we are no longer a city.

I have been wanting to do some development on our property that our current zoning I believe would allow. My understanding is that we are still waiting for a Comp. Plan?

Given that we are in the UGB, are we still moving forward in that area?

Thank you for your time and efforts. I sure this getting thrown back in the county's lap was an additional challenge!

Chris Flury

---

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Not spam

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EXHIBIT 3

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**Gonzales, Lorraine**

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**From:** Dianne Pharo <dianne.pharo@gmail.com>  
**Sent:** Friday, November 10, 2017 7:49 PM  
**To:** Gonzales, Lorraine  
**Subject:** Planning suggestion

Lorraine Gonzales, Senior Planner, [lorraine@clackamas.us](mailto:lorrainego@clackamas.us)

Thank you for your public service!

The complexity of our county's future requires future-oriented huge investments, and visionary leadership. My future-oriented suggestion is planning extensive underground parking under all new construction.

What other infrastructure necessities could be legislated underground? Mass transit (subways), major electrical grid, major freeways, high quality therapy before punishment for those who prove motivated to improve and contribute to futuristic building.

There must be no homelessness, because people come here for the pleasure of enjoying forests, rivers, ocean beaches, fishing, surfing, shopping niche businesses, like craft beers, all of which are diminished by the shock of seeing vagrant camps.

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EXHIBIT 4



# Rhododendron CPO

*Only through participation can we effect change*

November 10, 2017

Clackamas County  
Department of Transportation and Development  
Development Services Building 150 Beaver Creek Road  
Oregon City, OR 97045

Attn: Lorraine Gonzales, Senior Planner

Dear Ms. Gonzales,

As per your request in a letter dated September 19, 2017, the Rhododendron CPO would like to submit the following for 2018-2019 Work Plan consideration...

## Rhododendron Community Comprehensive Plan "Rhody Rising"

I am including with this letter a copy of the white paper, "Rhody Rising" a Rhododendron Village Center & Community Visioning Plan.

As a brief history... In October 2016, resulting from the ODOT funded and Clackamas County sanctioned Mt. Hood Villages Pedestrian and Bikeways Visioning Plan, a core group of Rhododendron property and business owners gathered to discuss the feasibility of improving the business core of Rhododendron to discuss and possibly implement the recommendations contained in the Mt. Hood Villages Pedestrian & Bikeways Visioning Plan. It was agreed that the Rhododendron CPO should pursue the feasibility of improving bike and pedestrian safety in the Rhododendron community. In addition, the group wished to explore the possibilities of making vehicular traffic through Rhododendron safer by improving ingress and egress to businesses and slowing traffic on Hwy 26 through the community.

Thus, the "Rhody Rising" effort was formed. As we have traversed the labyrinth, which is county bureaucracy, we have been informed that in order to receive any support from Clackamas County we would need to get on the county's work plan. With this letter, I am respectfully requesting long range planning staff to consider adding the Rhododendron Community Comprehensive Plan "Rhody Rising" to the 2018-19 Long Range Planning Work Program.

Sincerely,

Steven Graeper, President  
Rhododendron Community Planning Organization

Attachment: RHODY RISING Rhododendron Village Center & Community Visioning Plan

Rhododendron Community Planning Organization  
P.O. Box 33 Rhododendron, OR 97049 Email: rhodycpo@comcast.net

EXHIBIT 5  
page 10 of 22



# Rhododendron CPO

*Only through participation can we effect change*

December 12, 2017

To: Clackamas County Planning and Zoning  
c/o Lorraine Gonzales  
From: Rhody Rising-a Sub-committee of the Rhododendron Community Planning Organization (CPO)  
c/o Steve Graeper, CPO Chair  
Re: Specific request for Rhody Rising to be included in the 2018-19 Long-Range Planning Work Program

Dear Ms. Gonzales,

The Rhododendron CPO and the Rhody Rising Subcommittee is requesting that Clackamas County Planning and Zoning Division assist the Rhododendron CPO in developing a "Community Plan" for Rhododendron, Oregon.

This comprehensive "Community Plan" would include updating the language in the Clackamas County Comprehensive Plan: Specifically Chapter 10.1 - Mt. Hood Community Plan, §2 – Rhododendron. The "Community Plan" should provide for, but not be limited to the following:

- An updated definition for the Community of Rhododendron in compliance with OAR Code 660 §22
- Streetscape Design for Hwy 26 through Rhododendron, including:
  - Access management
  - Speed control
  - Feasibility and design of at grade crossing(s)
  - Pedestrian/Bike safety
  - Gateway/Community Identification
  - Streetscape furnishings and fixtures-types and general placements
- Overall Transportation needs, including:
  - Design details of projects listed in *The Villages of Mt. Hood Pedestrian and Bikeway Implementation Plan*
  - Mt. Hood Transit Alliance Transit needs and Bus Stop design
- Land Use and Zoning review
  - Review current zoning
  - Identifying possible areas or properties for highest and best use
  - Is zoning correct for any future planned or unplanned land use
- Parks and Recreation needs
  - Look at possibilities of developing or designating open space/park in Rhododendron
  - Possibly a park or Transit Stop at the North End of pedestrian bridge in Rhododendron

Please let me know if there needs to be any further clarification.

Sincerely,

*Steve*

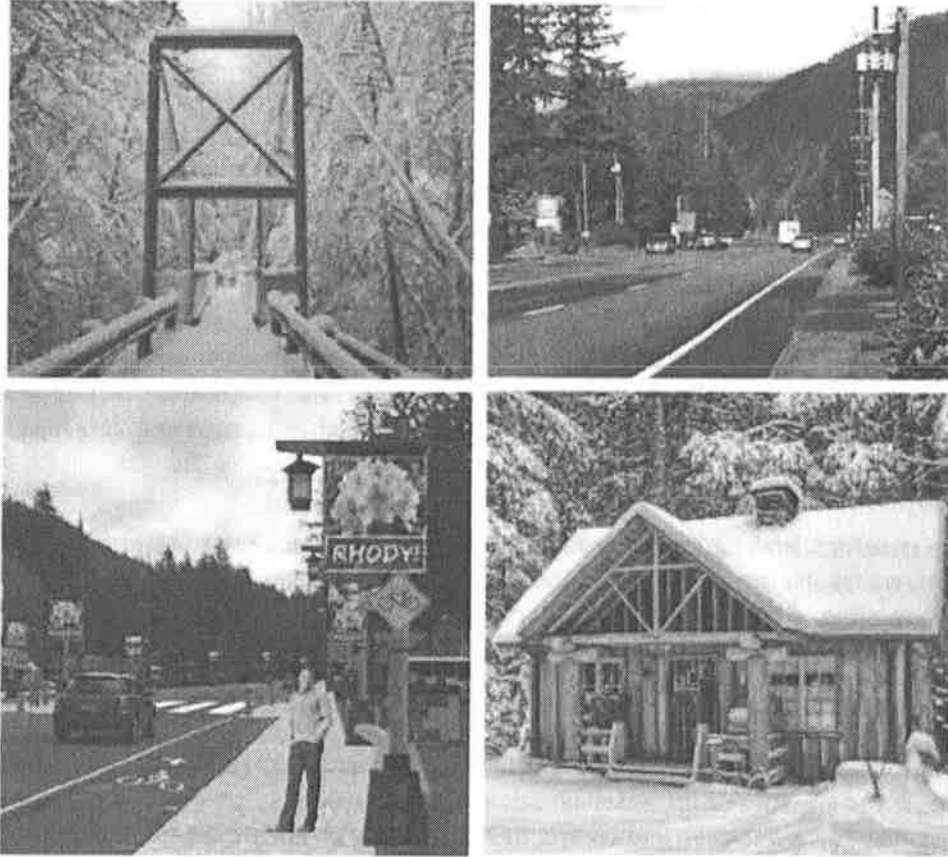
Steven Graeper, Chair  
Rhododendron CPO  
503-939-5220

Rhododendron Community Planning Organization  
P.O. Box 33 Rhododendron, OR 97049 Email:rhodycpo@comcast.net

EXHIBIT 5  
page 2 of 22

# Rhody Rising

## Rhododendron Village Center & Community Visioning Plan



*A white paper on the future vision of RHODODENDRON, OREGON*

### PREFACE

The Community of Rhododendron, Oregon is at a crossroads. Changes are taking place at the county level to the *Clackamas County Comprehensive Plan*, the *Mt. Hood Community Plan*, and the *20-year Capital Improvement Plan*. The Mount Hood area figures prominently in those changes. If we do not start planning for changes in Rhododendron now, the future may pass us by.

## COMMUNITY FACTS

Rhododendron is a small community of about 150 households and 13 businesses located approximately 45 miles east of Portland Oregon. It is situated in the foothills of Mt. Hood, along a 1-mile stretch of U.S. Highway 26, as it makes the final climb east toward Government Camp and the Mt. Hood Recreation area.

Rhododendron has a long history as both a resource-based and visitor-serving community. The Village is home to stretches of the original Oregon Trail and Barlow Road, as well as a wonderful collection of historic Steiner cabins. The Village also offers a variety of services to travelers on the busy Mt. Hood Highway.

The Rhododendron Community Planning Organization (RCPO) was formed of Rhododendron residents (full and part-time) and community stakeholders. Its goal is to help chart a course toward further growth and refinement of Rhododendron, building on its past towards a bright future. Existing current and planned further developments in Rhododendron will put increased pedestrian, bicycle and vehicle traffic pressure on an already over-stressed highway; a highway which must accommodate high volumes of passenger vehicle and commercial truck traffic.

Pedestrian crossings, braking, jockeying for position, chain-up areas and the inherent slowing of trucks as they shift down for the run-up and down the 6% grade between Rhododendron and Government Camp, as well as a number of intersections and entering roads, all factor into necessary changes which must occur in the existing highway to safely connect the community and further calm vehicle traffic and create safe pedestrian crossings.

Other communities and cities on the Mt. Hood corridor (Sandy, Zigzag, Welches and Government Camp) have experienced growth and increased popularity, and have indeed achieved certain highway improvements designed to calm and control traffic, increase connectivity and provide better access.

In October of 2016, the RCPO acquired the services of Seder Architecture + Urban Design to develop initial graphic concepts for possibilities for the highway in Rhododendron. An informal meeting of residents, businesses and property owners was held to determine the degree of interest in improving the Rhododendron community. Meetings were also held with Clackamas County Planning and O.D.O.T. to establish working relationships. The degree of acceptance was exceptional, and the RCPO unanimously voted to move forward to create a workable transportation and land use plan. These efforts have succeeded in "getting the ball rolling," and through this, have assisted in generating a great deal of energy and even generous community funding contributions, toward the next steps in the path to achievement of significant improvements.

## HISTORY OF RHODODENDRON

### The Barlow Road

Rhododendron played a key role in the formation of the Oregon Territory. With the development of the Barlow Road in the mid 1800's, Pioneers on the Oregon Trail could decide if they wanted to risk loss of life and property on the wild Columbia River, or take a land route from The Dalles, across Mt Hood, towards Oregon City. The Barlow Road opened the stretch of land which is now Highway 26; a main thoroughfare across our great State, and one of the most traveled roads in Oregon.

The Village of Rhododendron is located just below the only remaining tollgate along the historic Barlow Road. During the westward migration on the Oregon Trail, Rhododendron served as a place for travelers to rest and resupply after crossing the treacherous slopes of Mt. Hood on their way to Oregon City and beyond. Portions of the Barlow Road became the Mt. Hood Loop Highway, which later became U.S. Highway 26.

### Tourism

Henry S. Rowe, former Mayor of Portland, along with former Portland Fire Chief, Lee Holden, constructed the Rhododendron Inn, a spectacular destination location, in 1905. In 1909, the Post Office was established and the Village was named "Rowe", after Henry Rowe. Henry Rowe passed away in 1914, and in 1920, the U.S. Post Office Department changed the name to Rhododendron, in honor of the native vegetation that proliferates through the area.

In 1912, Emil & Suzette Franzetti purchased the Rhododendron Hotel from Holden and Rowe. After Emil Franzetti was killed in an automobile accident in 1916, Suzette Franzetti plotted several hundred acres around the area into summer home plots, which were later sold and developed for summer home construction.

### Infrastructure

The first water system was constructed in 1918 and was later expanded and incorporated in 1921 as a member-based water system, calling itself the Rhododendron Summer Home Association. The water system is now known as the Rhododendron Water Association (RWA). Rhododendron thrived as a community from the 1920's through the early 1970's as Mt. Hood National Forest and the slopes of Mt. Hood became favorite summer and winter recreation destinations. The Village had many thriving businesses. There was, among others, a grocery store, liquor store, post office, Greyhound and Trailways bus stop, two gas stations, a motel, several restaurants, and a ski rental shop. Rhododendron was also home to Alpine Towing; a vehicle rescue and towing business renowned throughout the area.

### The Decline of Rhododendron

In the late 1960's, the community of Welches, located 3 miles to the west, opened a large chain grocery store and the liquor store was moved from Rhododendron to Welches. Business at the Rhododendron grocery fell sharply, the gas stations closed. U.S. Highway 26 was widened through Rhododendron, allowing travelers to bypass most of the businesses and travel rapidly through the Village. The widening of the highway created additional safety hazards including removing the long-established pedestrian crosswalk, making it unsafe for pedestrians crossing Highway 26. Additionally, the widening project did not plan for any defined ingress and egress for the businesses, making entering and exiting businesses from Highway 26 extremely difficult and unsafe.

## RECOGNIZED SAFETY ISSUES AND CHALLENGES

The fact that U.S. Highway 26 splits the community to the north and south is the city's main challenge. Most safety issues, be they pedestrian, biking, or vehicular, revolve around the posted speed limit through the community, and non-defined ingress and egress locations for the area businesses.

### **Highway 26 and Speed Limits**

U.S. Highway 26, which spans from the Oregon Coast to Central Oregon, is a four-lane highway with a posted speed limit of 55mph. There is a center median/turn lane along most of the highway. U.S. Highway 26 runs through a 5-mile long stretch known as the Mt. Hood Corridor from the Mt. Hood RV Village at MP 39.5, to just east of Rhododendron at MP 44.5. The speed limit posted through this corridor is 45mph; reducing to 40mph through Rhododendron.

In 2006, the Rhododendron Neighborhood Association (RNA), later known as the Rhododendron Community Planning Organization (RCPO), attempted to get the speed limit reduced through Rhododendron. It was suggested, by O.D.O.T.'s own regulations at the time, that the speed limit in a designated "Business District" should be 35mph. After numerous meetings between O.D.O.T and the community, it was determined that Rhododendron could not be designated a "Business District," because it did not meet the O.D.O.T. criteria as a "Business District" at that time.

Rhododendron is unincorporated, unimproved, has no defined business ingress and egress, no sidewalks, and no identifiers marking it as a community. Thus, Rhododendron is not considered a viable business district per O.D.O.T definition. O.D.O.T offered to conduct a speed study, which was completed in 2007. The study, following O.D.O.T.'s 85th Percentile rule, found that the speed limit through Rhododendron should be 55mph. It was decided to maintain the 40mph speed limit through Rhododendron.

### **Other Highway Conditions Affecting Rhododendron**

The posted speed limit traveling east through Rhododendron reduces from 45mph to 40mph at approximately MP 43.5. The four-lane highway with the center median/turn lane continues through Rhododendron for approximately 1 mile. At approximately MP 44.5, U.S. Highway 26 narrows from 4-lanes to 2-lanes (1 East and 1 West). The posted speed limit also increases to 55mph at that point.

Trucks and automobiles use the two eastbound lanes while traveling through Rhododendron to jockey for position, in an effort not to be caught behind a slower moving vehicle when the lanes narrow. The posted speed limit through Rhododendron is of no concern to them at this point. Problems also occur as traffic slows to turn into established businesses or onto the various roads leading into residential areas. Having no designated ingress and egress markings along the highway, traffic tends to turn wherever it wishes. This creates rapid breaking and unsafe conditions. Numerous near miss and rear-end collisions have occurred as-a-result of this congestion.

There are also problems as U.S. Highway 26 enters Rhododendron traveling west. The posted speed limit dramatically reduces from 55mph to 40mph at MP 44.5. It is also at MP 44.5 that the highway expands from one lane to two lanes westbound through Rhododendron. Traffic, which may have been traveling behind a slower moving vehicle, uses the additional lane to rapidly speed past the slower traffic - again, with no consideration for the posted speed limit.

Additionally, truck traffic, which needs to slow to 40mph from 55mph, will often use a "Jake Brake," or a compression-release engine breaking system to slow the truck down. The use of a "Jake Brake" causes a very loud and offensive sound, which reverberates throughout the valley at all hours of the day and night.

#### **Weather Conditions and Elevation**

The elevation of Rhododendron is approximately 1650 feet above sea level. At this elevation, wintertime weather conditions on the flanks of Mt. Hood often cause severe roadway impairments. Rhododendron businesses and highway shoulders are often used as "Chain-up" areas. Those vehicles cause congestion, roadway impairment, and unsafe conditions for both drivers and pedestrians. In addition, heavy snow accumulation is common, and current plowing practices by O.D.O.T. often leave 'berms' of snow where side roads, driveways and parking access meet the highway. These berms freeze solid and create dangerous barriers for vehicles trying to exit or enter the highway.

#### **Bike and Pedestrian Traffic**

Pedestrian and Biking safety is also of utmost importance. While winter conditions adversely affect road and vehicular safety, summer time weather brings out the hikers and bikers to recreate in the area. With businesses on both the north and south sides of U.S. Highway 26 through Rhododendron, bike and pedestrian crossings are becoming more prevalent. There are no designated pedestrian crossings in Rhododendron. With vehicles exceeding the posted 40mph speed limit, crossing the highway is unsafe for hikers and bikers alike.

#### **Concerns for Use of Public Transportation Systems**

Rhododendron is also a designated stop for the highly popular *Mountain Express*. The *Mountain Express* is part of a coordinated transportation system which carries passengers from Portland to Mt. Hood; serving both laborers and our tourism business. Rhododendron is also a scheduled stop for The *Central Oregon Breeze*, which carries passengers between various locations in the Portland Metro area and cities like Bend and Redmond in Central Oregon.

Both systems have a loading and unloading eastbound stop on the south side of Highway 26 and a loading and unloading westbound stop on the north side of Highway 26. Thus, crossing Highway 26 is necessary to utilize these services. As these services grow and expand, Rhododendron must find ways to improve safety and convenience for these public transportation users. Snow accumulation, snow storage, and current plowing practices also have a negative effect on the public's use of these services, which are a popular and necessary method of commuting for workers of the local ski areas.



# RHODY RISING

When developing a Vision Plan for Rhododendron, we asked ourselves the following questions:

1. What do we want for the future of Rhododendron?
2. What are the challenges faced by Rhododendron, now and in the future?
3. How do we go about addressing these challenges?
4. What resources and building blocks are currently in place to assist us in this work, aid community growth and vitality, encourage redevelopment, and motivate connectivity and highway safety?
5. What are the Next Steps for the Rhododendron CPO?

## 1. What do we want for the future of Rhododendron?

Our future vision for Rhododendron is to create a vibrant, inviting, accessible and growing community which offers coordinated and safe access to local residences and business for both vehicular and pedestrian traffic. Our goal is to create an environment where people want to stop, do business and contribute to the economic vitality of our community.

## 2. What are the challenges faced by Rhododendron, now and in the future?

### *Transportation:*

- *A very busy through highway divides the businesses, parking, public transportation loading and unloading, and the Village center.*
- *A speed limit which makes pedestrian and automotive crossing of the highway unsafe and challenging.*
- *An elevation which, when the freezing level and precipitation are right, can create a traffic jam of winter sports vehicles stalled, sliding and or chaining up, while heading up or returning from the mountain.*
- *The many sizes and types of motor vehicles using the highway present a parking and maneuverability challenge.*
- *Large trucks can be noisy when using engine brakes and can be slow when gearing up to gain speed while heading up the mountain.*

### *Community Vitality:*

- *Very little streetscape improvements, no sidewalks, streetlights or pedestrian signage exist.*
- *Very informal ingress/egress systems through much of the Village center.*
- *A somewhat inconsistent group of Village center buildings and structures, with varying styles and relations to the street.*
- *Little to no community identification.*

### *Economic Development:*

- *The current lack of ingress and egress is a point of contention for current businesses in Rhododendron, and a point of concern for future business investors in the area.*
- *The lack of an individual "identity" in Rhododendron minimizes the desire for visitors to stop and shop in the Village.*
- *Limited parking and dangerous entrance and exit from existing businesses causes concerns for would-be investors.*

### 3. How do we go about addressing these challenges?

For several years now, residents have been working together to address these issues with local businesses and transportation and safety agencies.. Following are a few of the actions the RCPO has already taken towards addressing these challenges.

#### Transportation Challenges:

- *A very busy through highway divides the businesses, parking, public transportation loading and unloading, and the Village center.*
- *An elevation which, when the freezing level and precipitation are right, can create a traffic jam of winter sports vehicles stalled, sliding and or chaining up, while heading up or returning from the mountain.*
- *The many sizes and types of motor vehicles using the highway present a parking and maneuverability challenge.*
- *Large trucks can be noisy when using engine brakes and can be slow when gearing up to gain speed while heading up the mountain.*

#### Actions Taken by the RCPO:

A positive meeting was held with O.D.O.T., October 13, 2016 and gained O.D.O.T.'s initial approval to submit a comprehensive plan for improvements that would allow O.D.O.T. to designate the area a "Business District." The business district classification will allow O.D.O.T. to lower the current speed through Rhododendron to 35 mph, develop a plan for calming traffic through the Rhododendron corridor to allow for proper ingress and egress, develop programs for management of snow removal and storage, and establish clearly defined pedestrian crosswalks and areas for winter chaining of vehicles without creating further congestion or unsafe auto and pedestrian interactions.

- *A speed limit which makes pedestrian and automotive crossing of the highway unsafe and challenging.*

#### Actions Taken by the RCPO:

The RCPO has been working to expand the boundary of the CPO to include the Lady Creek and RWA water systems and all Forest Service Cabins and summer homes located between Rhododendron and Government Camp, as well as the residential areas west of Rhododendron, which share a zip code with Rhododendron but are not currently in the CPO boundary. This expansion would increase the representation of the CPO from about 150 households and 13 businesses to over 750 households and 20 businesses. It would also extend the reduced speed limit further from the edges of Village; allowing traffic to reach the lower, posted limit without the need to jockey for position, create traffic jams at the edges of the Village as vehicles converge, or use Jake Brakes so close to residential housing.

Possible Future Actions by RCPO to address transportation challenges:

PEDESTRIAN AND BIKEWAY SAFETY

Pedestrian and Bikeway safety is multifaceted in Rhododendron and should take multiple approaches. Sidewalks should be established on both the north and south sides of U.S. Highway 26. Sidewalks could be designed to be level with the plane of the Highway, thus eliminating the need for curbs and possible impairment or damage to snowplow blades during winter weather events. Damage to snowplow blades is of major concern to O.D.O.T and a concerted effort should be made to cooperatively work with O.D.O.T engineers during the design phase. Sidewalks should be designed so that drainage from roadway runoff could be adequately collected and drained, yet be on the same plane as the highway.

SPEED REDUCTION AND TRAFFIC CALMING

The mere fact that sidewalks, streetlights, center median "Safety Islands," and bike lanes run through the community, should identify the area as a business district and would create a visual traffic calming effect; naturally slowing vehicular travel through the Village. Once identified as a business district, O.D.O.T could be petitioned to lower the speed limit to 35MPH. By calming traffic and reducing speed, the community would benefit with safer pedestrian and bike movement through the Village. Additionally, slower traffic would create safer conditions and easier access to businesses on both the north and south side of the highway.

**Community Vitality Challenges:**

- *Very little streetscape improvements, no sidewalks, streetlights, or decorative vegetation exist.*
- *Very informal ingress/egress systems exist through much of the Village center.*
- *A somewhat inconsistent group of Village center buildings and structures, with varying styles and relations to the street do not suggest a sensation of "there."*
- *Little to no community identification.*

**Actions Taken by the RCPO:**

- ✓ The RCPO worked diligently to save the historic swinging bridge which connects the Village of Rhododendron with the numerous homes and summer cabins located across the Zig Zag river to the south. It also coordinates the volunteer efforts for the community garden, located at the west end of town.
- ✓ The RCPO holds bi-monthly public meetings to discuss local issues, coordinate volunteer efforts to address these issues and provide funding assistance to local business and residents. The RCPO recently established a Rhody Rising Committee who will coordinate the efforts of the Rhody Rising movement going forward. Members of this Committee include business owners, property owners, and concerned mountain residents who will serve a one-year term.
- ✓ The RCPO recruited local grant writers to assist in researching and applying for local grants and other funding opportunities. These serves are provided as in-kind donations towards required grant matches.
- ✓ The RCPO recruited the services of Mark Seder of Seder Architecture + Urban Design to develop a draft vision for the improvements to the Rhododendron corridor. Mr. Seder provided his initial services as an in-kind donation to be used for required grant matching.

Possible Future Actions by RCPO to address community vitality challenges:

#### COMMUNITY IDENTITY

A village identification sign (possibly solar-powered) could be placed in the area near the DAR Monument. The sign would identify the area to travelers as they enter the community from the west as Rhododendron, and would serve to welcome visitors and residents alike.

O.D.O.T could also strategically place the O.D.O.T-produced community identification signs in visually appealing areas, allowing for better visibility and identification while entering the community from either direction. Banners or planters could be installed the length of U.S. Highway 26 through Rhododendron. They could be placed on street lamp poles or stand-alone poles serving to beautify and identify the area. Utility poles and services could be removed and all utilities placed underground; adding to the scenic beauty of the area.

#### BIKE AND PEDESTRIAN SAFETY

In addition to sidewalks, designated bike lanes should be located on both the north and south sides of U.S. Highway 26. At least three strategically located pedestrian "Safety Islands" should be placed in the center/median turn lane. These "Safety Islands" should be identified with native vegetation suitable to O.D.O.T crash standards for non-lethal roadway impairments. The "Safety Islands" should be constructed in such a way as to not impede snowplowing of Highway 26 and allow for adequate roadway runoff and drainage. The "Safety Islands" would be identified by "Bump-Outs" from the sidewalks, indicating to pedestrians and vehicles alike that a roadway crossing exists in that area.

Sufficient markings on the roadway would also identify the area as a crossing. Paths and Bikeways could be established linking existing paths and bikeways to communities throughout the area. Cascadian Style street lighting could be installed on both the north and south sides of U.S. Highway 26, allowing for better visibility during night or inclement weather. In addition, the street lighting would serve to beautify and identify the area. Parks and paths leading to the Zigzag River could be designed to make use of the natural scenic beauty of the area and help educate the visitor to the wonders of nature surrounding the area. One park specifically, could be placed on the Clackamas County right-of-way at the north side of the "Swinging Bridge," which would welcome pedestrians or bikers to the community of Rhododendron.

#### **Economic Development Challenges:**

- *The current lack of ingress and egress is a point of contention for current businesses in Rhododendron, and a point of concern for future business investors in the area.*
- *The lack of an individual "identity" in Rhododendron minimizes the desire for visitors to stop and shop in the Village.*
- *Limited parking and dangerous entrance and exit from existing businesses causes concerns for would-be investors.*

Actions Taken by the RCPO:

The RCPO has worked closely with the Architect team at Seder Architects to develop a Village Revitalization Plan, which aligns to *The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan* recently approved by Clackamas County Commissioners.

Possible Future Actions by RCPO to address economic development challenges:

ECONOMIC DEVELOPMENT

In conjunction with the community improvements designed to facilitate pedestrian and bikeway safety, the lower speed limits, the improved vehicular safety, and an improved identity for the area as a business district, there is a plan, administered through the *Oregon Main Street Improvement* program, to aid businesses in upgrading building facades. Existing building facades, could be upgraded with Cascadian Style architecture and serve to unify the area.

With these improvements to the community, economic development would naturally occur. Economic development breeds more economic development and new businesses would be drawn to the area. It would seem to be a win-win for the community, its residents, the businesses, and the traveling public. Clearly identified business ingress and egress should be designed as part of the sidewalk planning. Vehicles entering and exiting the business and pedestrians walking along the sidewalk would clearly notice that the ingress/egress location is an area of caution.

**4. What resources and building blocks are currently in place to assist us in this work, aid community growth and vitality, encourage redevelopment, and motivate connectivity and highway safety?**

Resources and Potential Resources

**Seder Architecture + Urban Design LLC**

*Mark Seder, is involved as Urban Planner/Designer, and works with a variety of economic development districts and grant writers.*

**Local Grant Writers**

*The RCPO has acquired the services of two local, experienced grant writers who have offered to volunteer their services for use as in-kind donations.*

**Clackamas County Board of Commissioners**

*Contact has been made with Paul Savas and Ken Humbertson, Clackamas County Commissioners. Both fully support the work being done by the RCPO.*

**Clackamas County Main Street Program**

*Tarra Wilkinson is involved and may have access to potential funding alternatives as the program evolves.*

**Clackamas County Tourism and Cultural Affairs**

*Jim Austin, Community Relations Lead has expressed an interest in the project. At a meeting held November 29, 2016, various Tourism Grant possibilities were discussed.*

**Clackamas County Economic Development**

*Catherine Grubowski-Johnson, has been involved and can act as resource as the project develops. Seder worked with Grubowski-Johnson in Canby.*

**Rural Development Initiatives, RDI**

*Mary Bosch, Director, has expressed interest in the project and may have potential grant access? Seder has worked with Bosch on rural village revitalizations in their respective disciplines.*

**Clackamas County Planning**

*Lori Mastrantonio, Senior Planner is involved via The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan. The recommendations and amendments to the ZDO contained within that document support the enhancements envisioned in a Rhododendron Revitalization Plan.*

**Clackamas County Public and Governmental Affairs**

*Amy Kyle, Strategic Communication Manager-Public, and Governmental Affairs, Clackamas County, has been working closely with the Rhododendron CPO on all communications relating to the CPO and its boundaries.*

**Oregon Department of Transportation**

*Richard Watanabe, Metro East Area Manager, Region 1, has been working with the CPO since 2006 offering ideas on ways to calm traffic in the area. In a meeting held October 13, 2016, Watanabe was instrumental in gathering all maintenance division managers together to listen to the concerns of the CPO and ideas on traffic calming through the core area.*

**Business Oregon - BIZ OREGON**

*Ami Keiffer, Regional Coordinator, Infrastructure Division has been working with Rhododendron Water Association on funding for improvements to Rhododendron Water infrastructure. These improvements will insure there is enough water to facilitate any growth resulting from core area improvements.*

**State of Oregon - Working with Communities-Regional Solutions**

*Per Mary Bosch, RDI, the State of Oregon Regional Solutions team has been contacted as a possible resource to aid in achieving the community goals. Mr. Bobby Lee, Metro Region Coordinator has been given a brief synopsis of the problems and the goals and will consult with his team. Seder has relationships & experience with Regional Solutions and all experiences have resulted in positive outcomes benefitting the communities involved.*

**Clackamas County Department of Transportation-Roads and Bridges**

*The Department of Roads and Bridges has worked and communicated closely with the Rhododendron Community and the CPO to keep the information flow open regarding upgrades to the "Swinging Bridge."*

**Mt. Hood National Forest-Zigzag Ranger Station**

*Ranger Bill Westbrook is working closely with the CPO. He has assisted with obtaining necessary permits for water system infrastructure improvements, and has committed to helping in any way possible in areas the affect the National Forest.*

## Building Blocks in Place

- ✓ A scenic, yet easily accessed location. Surrounded by forests, mountains, glaciers, lakes, rivers, creeks, wildlife, and wilderness areas, Rhododendron has vast and varied, year-round, outdoor recreation opportunities to encourage visitors to stop and enjoy activities in, on, and around Mt. Hood.
- ✓ Rhododendron itself is forested and located along the Zigzag River. It offers opportunity for trails, parks and recreation for both winter sports and summer activities. There are many "fillers" and there is no real off-season.
- ✓ Very close to and easily accessed by a major metropolitan population area (Portland).
- ✓ Rhododendron has a long and storied history about early settlement and transportation, including the Oregon Trail/Barlow Road, Daughters of the American Revolution Memorial, Steiner Cabins, etc.
- ✓ A small but varied group of businesses offering many of the basic amenities needed in a small town. These include a grocery store, post office, motel, and several restaurants. This represents one key to a working and successful community, i.e. that it is served by businesses. In the case of Rhododendron, these businesses, serving the busy highway, are scaled greater than they would be if only serving the population of Rhododendron; a plus for the residents.
- ✓ A substantial number of cabins, first and second homes are nearby and in the area. Although many are secluded within the thick forest cover, this represents the other key to a working community, i.e. that people live and stay here, utilizing the local businesses.
- ✓ Location on a busy through highway that delivers customers to local businesses, and might do even better with more businesses available, lower speeds, and more defined access.
- ✓ Although not incorporated, Rhododendron has all the services of a small city, with infrastructure provided through a variety of organizations. (i.e. fire, police, hauling, water, sewer, electricity, communications)
- ✓ The abilities, as represented by the "Swinging Bridge," to directly connect housing to the Village center on each side of the highway by walking or biking, making the Rhododendron Village Center convenient to residents.
- ✓ *Clackamas County Roads and Bridges* Department will soon be upgrading the "Swinging Bridge". This bridge allows pedestrian and bike access to Rhododendron from the residential areas south of the Zigzag River. It is on Clackamas County Right-of-Way and could possibly be turned over to *Clackamas County Parks* for development into a park area on both ends of the bridge.
- ✓ The current era trends toward more and closer recreation and "stay-cations," and rethinking of transportation systems around supporting Village centers, traffic calming, connectivity and safety for all. These all suggest positive changes in Rhododendron.
- ✓ A hospitality business owner with possible plans for expansions & upgrades.
- ✓ Building Blocks in Place... continued
- ✓ A popular restaurant, which is now expanding by moving across the street and upgrading to a larger building. The vacated restaurant space may become another new restaurant or other business.
- ✓ Another building owner is currently renovating the old Alpine Towing building to possibly serve a community function.
- ✓ A Rhododendron Garden at the DAR Memorial, which the CPO Garden Committee maintains. This property, on O.D.O.T right-of-way, could serve as the location for a community identity sign.
- ✓ There are several commercial properties available for sale or lease in Rhododendron that have great potential given the highway traffic.

- ✓ The Rhododendron Community Planning Organization (CPO) is incorporated and is a 501(c) 3.
- ✓ Infrastructure improvements have begun in the area and include a new 135,000-gallon Water Reservoir and an upgrade to the water filtration plant to include Slow Sand Filtration.
- ✓ The 'downtown core' property and business owners have enthusiastically backed the proposals at an October 26 meeting.
- ✓ The Rhododendron CPO membership has enthusiastically endorsed the project by majority vote of the Community at a CPO meeting held November 19, 2016. A committee of interested citizens is being formed to continue the process.
- ✓ Clackamas County Planning has introduced and gained Planning Commission approval for *The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan*. The plan now goes before the BCC for approval. The amendments recommended in the plan include Rhododendron and are consistent with the desires and plans envisioned by the community.
- ✓ Rhododendron is already something of a winter recreation hub during the snow season, and a biking and hiking hub during the summer.
- ✓ The community has already committed to a \$1300 investment to initiate the planning. The community is raising these funds through donations to the RCPO.
- ✓ The CPO has a very energetic and committed Executive Director, who is a longtime Rhododendron resident and has done much of the initial legwork and research. Additionally, there has been extensive outreach and communication by the Executive Director to gain momentum for the project. *(see bio in Appendix C)*
- ✓ The CPO has enlisted the guidance and support of an experienced architect and urban designer. Already engaged with the CPO and the community, this urban planner is well versed in planning for community revitalizations, having successfully accomplished similar projects. This urban planner is fully engaged and has completed much of the background research reading pertinent reports and completed some preliminary graphic base work, as well as attending many of the community meetings. *(see bio in Appendix D)*

## 5. What are the Next Steps for the Rhododendron CPO?

### Overview

The Rhododendron community and CPO desire to take further planning steps to create a valuable Rhody Rising Vision Plan including streetscape and opportunity site development possibilities. The plan can greatly assist in both achieving streetscape improvements and official recognition of Rhododendron as a Business District. As a result of safer pedestrian and bikeway access, slower speeds, improved streetscapes, and community recognition, Rhododendron hopes to leverage these improvements and gain further investment in Rhododendron.

We envision this as a four-phase Plan, with Phase 1 already completed with raised cash and in-kind donated services.

**Phase 1 – Initial Design – Budget \$2600 - COMPLETED**  
(additional \$1300 in development costs raised locally)

- ✓ Develop initial Plan document  
Seder Architecture + Design - in-kind donation of \$1300.00
- ✓ Recruit grant writer(s) to help focus efforts and locate funding opportunities  
Becky Downard – in-kind donation of services – ongoing  
Katinka Bryk – in-kind donation of services - ongoing



Seder Architecture + Design: The consultant, having specific focus, experience, and expertise in small city urban design & planning, and now with a solid base of research, knowledge and process specific to Rhododendron through the recently completed initial services, is in a good position to efficiently continue their work with the community to provide the Vision Plan.

Grant Writing: Two long-term, local residents with grant writing experience have come forward to donate their time and expertise in researching and writing grants. Their in-kind donation contributions will be tracked and will continue to increase throughout the various stages of the Plan.

**Phase 2 – Rhody Rising Vision Plan Development – Budget \$5000 – In-Process**  
(funds to be raised through grant application)

- ✓ Meet and coordinate with required organizations  
Upon receiving notice to proceed from the RCPO, Seder Architecture is prepared to meet or conference call with CPO, residents, business owners and other interested parties to review recent developments and Board of County Commissioners actions regarding Rhododendron in relation to the *Mt. Hood Villages Pedestrian & Bicycle Plan* and any other current or adopted plans and actions. Mark will also attend additional Community Visioning Meetings facilitated by the CPO and tour the Rhododendron Village Center. Mark will attend further jurisdiction meetings and discussions with O.D.O.T and Clackamas County regarding viability of options produced through visioning sessions.
- ✓ Develop Plan document  
Mark Seder will prepare additional and more specific sketches for potential streetscape and urban open space (park) improvements, as well as initial possibilities for buildings and opportunity sites; illustrating the overall context of Rhody Rising. He will present and discuss original and updated Vision Plans to gain input and ideas. He will host open discussions with community and other stakeholders, repeating the planning/design cycle as further input is acquired to achieve community-supported directions.
- ✓ Consultation  
Mark will provide instructional support to further development, design and engineering, funding and realization of the Plan. He will provide a draft of the *Rhododendron Village Center Vision Plan* as a digital file for review and any final comments and directives. When completed, he will present the draft Plan at a CPO or other public session, in the form of a slideshow and discussion, or as otherwise determined, collect final comments, input and directives. A final *Rhododendron Village Center Vision Plan will be presented*, including color graphics, photographs, and text depicting and describing:
  - Streetscape/urban open space improvement concepts in support of and enhancing highway changes, safety, traffic calming and connectivity as well as further beautifying and adding amenity to the Rhododendron Village Center.
  - Opportunity Site Concepts, to identify community-supported and economically viable options for any given site, and to potentially assist in the marketing and sales of any available site.
  - Parking and circulation upgrade and access management concepts in relation to streetscape plan and pedestrian/bike studies and plans (by others).
  - Concise descriptive text of goals, opportunities and process for the plan, with credits and listing of other supporting and independent but affecting documents, jurisdictions, etc.

- Conceptual Cost estimate ranges for selected improvements (where such can be ascertained)
- “Next Steps” recommendations for further planning, design and development, potential further funding sources and paths to realization of community-supported and viable improvements illustrated in the *Vision & Action Plan*.

Additionally, Mark will provide the final Plan as six bound report copies, up to three large scale mounted boards depicting key graphic elements of the plan, and digital files of all deliverables.

**Phase 3** – Coordination of resources and scheduling of work – Budget \$TBD – Not Started  
(funds to be raised through grant application)

- ✓ The RCPO and its representatives will coordinate with local residents, O.D.O.T and other organizations to develop a workable Plan, collect resources and schedule implementation of the Plan.

**Phase 4** – Plan implementation and construction – Budget \$TBD – Not Started  
(funds to be raised through grant application)

- ✓ In this final phase, resources will be coordinated and work will begin to bring the Plan to fruition.

**Appendix A: Proximity Map**

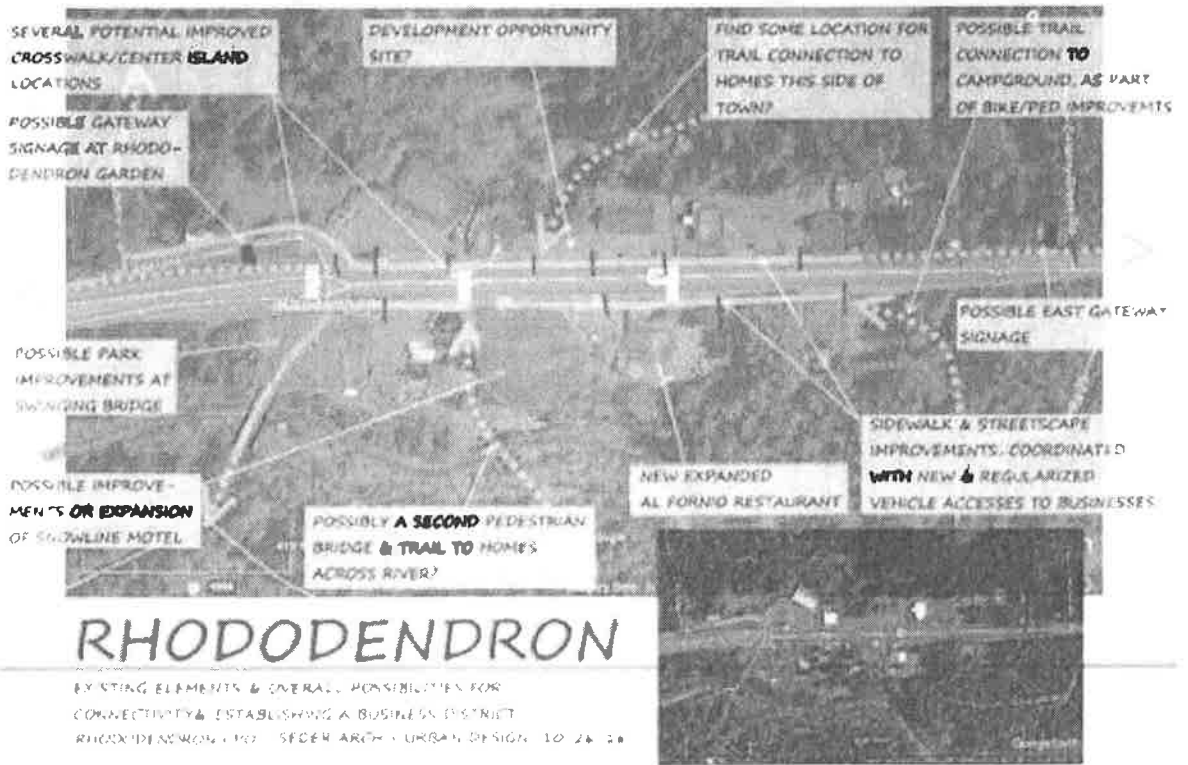
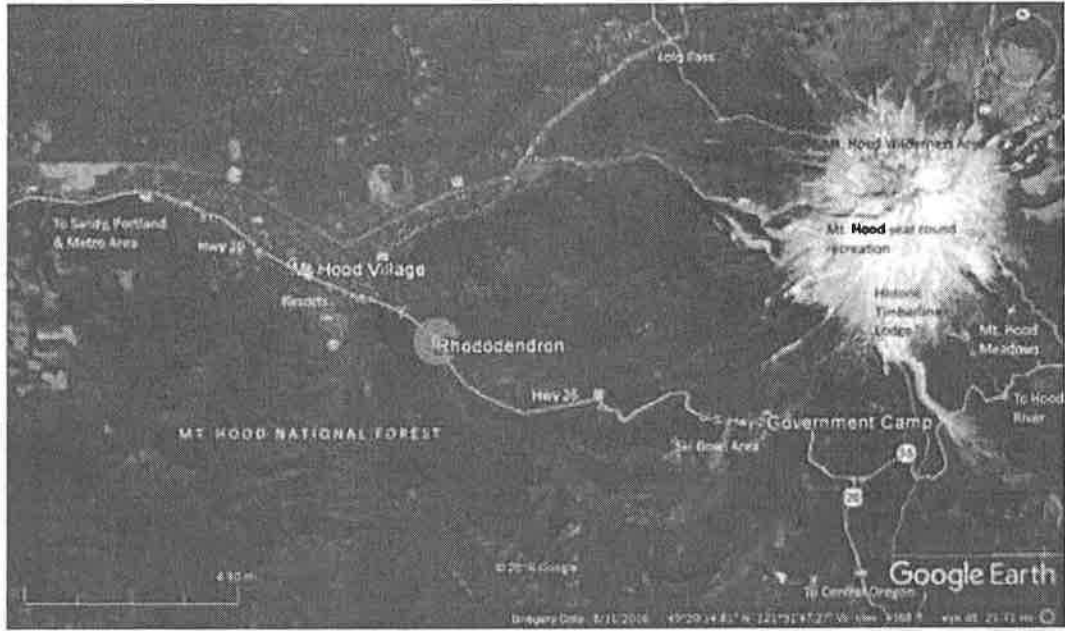


EXHIBIT 5  
 page 18 of 22

Appendix B: Current View of Rhododendron Corridor of Hiway 26

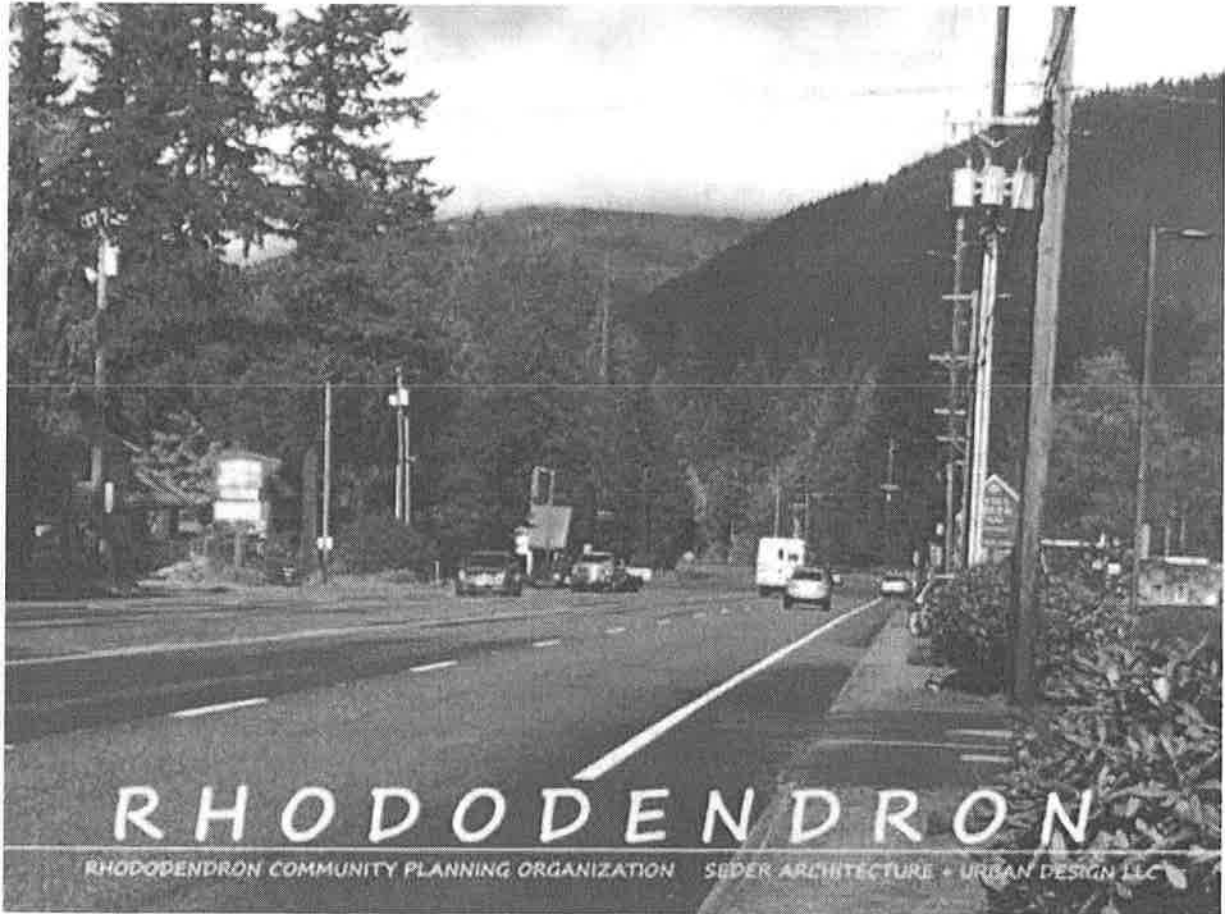


EXHIBIT 5  
page 19 of 22

**Appendix C: Biography of Experience for Rhododendron CPO President**

**Steven Gram Graeper**

Primary Residence:	8153 SW 66 <sup>th</sup> Pl. Portland, OR 97223	Home Phone: 503-245-5888
Secondary Residence:	Still Th'Air 27393 E. Marion Drive Rhododendron, OR 97049	Cabin Phone: 503-622-4488 Cell Phone: 503-939-5220 Email: <a href="mailto:graepers@gmail.com">graepers@gmail.com</a>

Steven Graeper is currently retired from a nine-year service career as a federal employee with the Department of Homeland Security, Transportation Security Administration (TSA). Before serving as a Security Officer with the TSA, Mr. Graeper was owner of a successful large-scale BBQ catering business, Cathy's Texas BBQ & Catering, operating out of Tigard (Administrative Office) and Clackamas (Kitchen), Oregon. The business was originated in 2000 and the business was sold in 2006. Mr. Graeper was partial owner and the Director of Operations of a swimming Pool and Spa retail store in Gresham Oregon, American Pool & Spa. Mr. Graeper began working for American Pool and Spa in 1991 and stayed on for two years as Customer Service Manager, when the business was sold to Pool & Spa House in 1998. He helped manage the transition to the new ownership.

Mr. Graeper's early career was spent in the field of sales for various companies including: Colgate-Palmolive, General Binding Corporation (GBC), and real estate sales for Shelter Properties in Lake Oswego, Oregon. Mr. Graeper also spent two years as a Customer Service Operator for General Telephone and Electronics (GTE).

Besides earning a living while raising a family together with his wife, Mr. Graeper volunteered for many service organizations. From 1980 until 1989, Mr. Graeper was a Royal Rosarian in the "City of Roses", Portland Oregon, and was elected for six consecutive years to serve on the Royal Rosarian Counsel, the governing body for the organization. While in the swimming pool industry, Mr. Graeper was elected to serve on the National Spa and Pool Institute (NSPI) Oregon Chapter and was elected to serve as the organizations President. NSPI was the national association that established and regulated swimming pool and spa building standards.

In 2000, Mr. Graeper was asked to serve on the Board for the Rhododendron Summer Home Association, aka Rhododendron Water Association. He served as a Board member, then as Treasurer, then Secretary, then Vice President. In 2006, Mr. Graeper was elected to serve as the association President, a position he currently still holds. In 2004, Mr. Graeper was asked to serve on the Board for the Rhododendron Community Planning Organization (CPO). He served as a Board member, Secretary, and Vice President. In 2007, Mr. Graeper was elected to President. Mr. Graeper has served off and on as either Vice President or President since 2007. He is currently President of the CPO. In 2006, Mr. Graeper served on the organizing committee for The Villages at Mt. Hood. As part of Clackamas Counties Complete Communities Initiative, The Villages at Mt. Hood represented the residents of the various mountain communities and was the voice of the mountain to Clackamas County Board of County Commissioners (BCC). He helped write the organizations original By-Laws and served as one of the original directors on The Villages at Mt. Hood Board of Directors, who serve as agents of Clackamas County to the BCC.

Mr. Graeper holds a Bachelor of Science Degree in Business from Southern Oregon State University, class of 1975. He also holds a minor in Speech Communication.

## Appendix D: Biography of Experience for Contract Architect

Every City is unique. Each community has its own opportunities for positive and appropriate growth and change...and its own very real challenges.

**Seder Architecture + Urban Design** brings the visioning, urban design and architectural design process to each community, working with each to understand the opportunities and challenges and together to design and craft custom and uniquely appropriate solutions.

Mark A. Seder AIA, LEED AP, a second-generation Oregon Architect and certified sustainability designer, works directly with and in each community and city, in partnership with stakeholders, citizens, officials and potential funding sources, to envision and plan for bright futures. We custom-form teams appropriate to each community and project, or add our urban design/planning expertise and experience to teams of qualified, energetic and committed professionals. Our Community-based Visioning, Urban Design and Planning recommendations can range from building renovations, revitalizations, adaptations and new structures; to streetscape, urban open space, connectivity and transportation improvements concepts.

From initial planning and visioning work, we are often called upon for more detailed planning, design and architectural services for full construction projects. Full Downtown Revitalization Plans and Town Center Plans are a specific and acknowledged strength. We've completed fifteen full Downtown Plans and numerous district, area and opportunity site downtown studies. We've found these early phase efforts to be an excellent and valuable overall design and planning tool to guide other and subsequent efforts.

Our completed projects have been published locally and nationally, have won national and local design awards and competitions and have been presented at a number of conferences. Most importantly, however, each project has delivered initial, lasting and sustainable value to the owner and community...setting a path toward ***"bright and sustainable futures."***

Following are a few recent testimonials of our work:

*"So often communities don't have professionals with vision available to them. You (Mark Seder) have vision, a successful history in a-number-of places, and credibility...not to mention a can-do positive attitude...all of which brings the light of hope and optimism to a community when they 'see' what could happen."*

The Honorable John McArdle, Mayor, City of Independence  
Various projects in Independence, Monmouth and at Western Oregon University

*"Mark led an intense six day, three-part Charrette process and demonstrated extraordinary listening and facilitation skills. Mark was particularly adept at translating ideas and concerns expressed by participants into quality design."*

Matilda Deas AICP, Planner and Project Manager, City of Canby  
Projects: Canby Downtown Plan and other Canby downtown projects

Hughes, Jennifer

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**Subject:** FW: Today's Policy Session  
**Importance:** High

**From:** Steven Graeper [<mailto:rhodycpo@comcast.net>]  
**Sent:** Tuesday, February 27, 2018 9:07 AM  
**To:** Bernard, Jim <[Bernard@co.clackamas.or.us](mailto:Bernard@co.clackamas.or.us)>; Humberston, Kenneth <[KHumberston@co.clackamas.or.us](mailto:KHumberston@co.clackamas.or.us)>; Fischer, Sonya <[SonyaFischer@co.clackamas.or.us](mailto:SonyaFischer@co.clackamas.or.us)>; Savas, Paul <[PSavas@co.clackamas.or.us](mailto:PSavas@co.clackamas.or.us)>; Schrader, Martha <[MSchrader@co.clackamas.or.us](mailto:MSchrader@co.clackamas.or.us)>  
**Cc:** BCCMail <[BCCMail@co.clackamas.or.us](mailto:BCCMail@co.clackamas.or.us)>; BCCMail <[BCCMail@co.clackamas.or.us](mailto:BCCMail@co.clackamas.or.us)>  
**Subject:** Today's Policy Session  
**Importance:** High

Commissioners,

At today's Policy Session, the DTD staff will be presenting to you their recommendation of projects to be placed on the 2018-2019 Long Range Work Plan.

Much to our communities disappointment, the Rhododendron CPO recommended project is one that they are suggesting not be placed on the 2018-19 Work Plan.

The Rhody Rising project cannot and will not move forward without Clackamas County Support. The Rhododendron CPO urges you to ask the DTD to reconsider their recommendation.

Since the Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan was approved by the BCC in December 2016, the Rhody Rising sub-committee of the Rhododendron CPO has been working very hard to see that some of the recommendations contained in the Implementation Plan be moved forward. The only way to move forward is to be placed on the DTD Long Range Work plan.

I fear that the progress the community has made toward starting to improve the safety and beauty of Rhododendron's core will cease without the support of Clackamas County planning.

Please, ask the DTD to reconsider their recommendation.

Very passionately,

Steve

Steven G. Graeper, President  
Rhododendron CPO  
P.O. Box 33  
Rhododendron, OR 97049  
[rhodycpo@comcast.net](mailto:rhodycpo@comcast.net)  
503-939-5220

*Only through participation can we effect change*

EXHIBIT 5  
*Page 22 of 22*

**Gonzales, Lorraine**

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**From:** Stacey Krish <thekrish6@gmail.com>  
**Sent:** Saturday, November 11, 2017 3:21 PM  
**To:** Gonzales, Lorraine  
**Subject:** Transportation suggestions

Hello, as a resident of the Willamette neighborhood of West Linn, I want to point out that Borland Road/Willamette Falls Drive has become a collector road for people commuting from Tualatin/Wilsonville and points south to Oregon City and beyond.

Therefore, I want to suggest that the county contribute funds for the improvement of WFD through old town Willamette. The businesses there have developed a plan for bike paths, sidewalks, parking spots and crosswalks that should slow down commuters and provide access for residents to the businesses there.

I also want to suggest that bike paths be developed along Borland and Willamette Falls drive to improve bike safety on those busy roads and to provide for bicycle tourists who we are seeing more of lately. They could have a loop, ultimately from 43 to WFD/Borland to Stafford Rd and back along 43. This eco friendly tourism could be very beneficial to our local economy.

Stacey Krish  
1263 10th St  
West Linn, OR 97068

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BEGIN-ANTISPAM-VOTING-LINKS

Teach Canit if this mail (ID 03UwLkGAI) is spam:

Spam: <https://mhub.clackamas.us/canit/b.php?c=s&i=03UwLkGAI&m=91209fc27d05&rlm=base&t=20171111>

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END-ANTISPAM-VOTING-LINKS

EXHIBIT 6





# City of Canby

## Planning and Development

November 28, 2017

Lorraine Gonzales, Senior Planner  
Clackamas County Planning & Zoning Division  
150 Beaver Creek Rd,  
Oregon City, OR 97045

### **RE: Long Range Planning and Transportation work program for the 2018-19 fiscal year**

The City of Canby, with support from the Canby Bike and Pedestrian Committee, recommends inclusion of the Molalla Forest Road Master Plan project on the Clackamas County Long Range Work Program for 2018-2019. The project is included in the adopted Comprehensive Plan and Transportation System Plan for Clackamas County. (See Capital Improvement Plan Map 5-11e, project #2038 and Table 5-3b, Preferred Projects) This project will develop a master plan for a new multi-use path along the former private logging road from the City of Canby at SE 13<sup>th</sup> Avenue to S. Macksburg Road in rural Clackamas County

The Molalla Forest Road Master Plan project represents an opportunity for increased active transportation options in rural Clackamas County, where there is a substantial need for recreational facilities. This project will provide a place for people of all ages to walk, bicycle, horseback ride or in-line skate. Importantly, the Molalla Forest Road will provide a link to the existing section of the Molalla Forest Rd located in the City of Canby that has been repurposed as a multi-use path. The Molalla Forest Rd. provides a convenient connection to the Willamette Valley Scenic Bikeway due to its close proximity to Champoeg State Park.

This project would be a joint effort between Clackamas County and the City of Canby and include the following elements: specific trail designs for various segments of the corridor; existing right-of-way conditions; trail access locations, trailhead design features; at-grade roadway crossings and locations for other trail amenities such as signage and a trail dedication memorial honoring the Traverso family for the land donation.

Sincerely,

Matilda Deas, AICP  
Senior Planner  
City of Canby Planning and Development

EXHIBIT 7

**Hughes, Jennifer**

---

**From:** CPO Summit <cposummitcouncil@gmail.com>  
**Sent:** Monday, February 26, 2018 10:32 PM  
**To:** Buehrig, Karen; Hughes, Jennifer; McCallister, Mike  
**Cc:** Bernard, Jim; Schrader, Martha; Savas, Paul; Humberston, Kenneth; Fischer, Sonya  
**Subject:** CPO Summit Project Proposal Missing from 2-27-18 BCC packet on Long Range Planning Work Plan  
**Attachments:** Wash. Co. Community Development Code 107 - CCI & CPOs as PLANNING PARTICIPANTS.pdf

Karen, Jennifer & Mike,

In reviewing the packet for the 2-27-18 BCC meeting on the 2018-19 Long Range Planning Work Plan, we find that a proposal sent by the CPO Summit in November is not mentioned. This is a forward of that November 29, 2017 email and its attachment.

Thanks,  
Karen

Karen Bjorklund  
For the CPO Summit

----- Forwarded message -----

**From:** CPO Summit <cposummitcouncil@gmail.com>  
**Date:** Wed, Nov 29, 2017 at 9:58 PM  
**Subject:** CPO Summit Project Proposal for Planning-Zoning Division 2018-19 Work Program  
**To:** Lorraine Gonzales <LorraineGo@clackamas.us>  
**Cc:** "Jim Bernard, Chair - County Commissioners" <jbernard@co.clackamas.or.us>, Martha Schrader - County Commissioner <mschrader@co.clackamas.or.us>, Paul Savas - County Commissioner <psavas@co.clackamas.or.us>, Ken Humberston - County Commissioner <khumberston@clackamas.us>, Sonya Fischer - County Commissioner <sonyafischer@clackamas.us>

**To:** Lorraine Gonzales, Clackamas County Planning and Zoning Division  
**From:** Karen Bjorklund, on behalf of the **CPO Summit**  
**Re:** **CPO Summit Project Proposal for Planning-Zoning Division 2018-19 Work Program**

Thank you for the opportunity to propose projects for the Planning and Zoning Division's 2018-19 long range work plan.

Representatives from most of the County's Community Planning Organizations have been communicating with each other and meeting together as the CPO Summit for the past year, to work together on those issues that the most CPOs have in common. In considering possible changes to the Zoning Ordinance, the CPO Summit asks that the following project be included in the Planning and Zoning Division's work plan for 2018-19:

**In the Zoning Ordinance, Officially Recognize Community Planning Organizations and Their Role in the Planning Process**

EXHIBIT 8  
page 103

Community members in CPOs throughout the County volunteer hundreds of hours every year to assist the County in carrying out State Goal 1 and public involvement in planning, as it relates to their communities. Yet this role is not formally acknowledged or described in the Zoning Ordinance (the document that contains the regulations most used in making and implementing planning decisions).

Therefore, we ask the County to amend the Zoning Ordinance to include official and formal recognition of Community Planning Organizations (CPOs) and their role as participants in the County's planning process, similar to Washington County's Community Development code, with its description and roles of major participants in the planning process. (Overall, the planning participants listed in Washington County's Development Code include the Board of Commissioners, Planning Commission, Planning Director, Hearings Officer, Committee for Citizen Involvement (CCI), Citizen Participation Organizations (CPOs), and Neighborhood Associations.) As an example, please see the attached *Planning Participants* section from the Washington County Community Development Code on CCI and CPOs.

Thank you for your consideration.

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# Washington County Community Development Code

## 107 - PLANNING PARTICIPANTS

The following are the major participants in the planning process in Washington County. The roles of these participants are generally outlined here. The roles and responsibilities may be further defined by the Board of Commissioners through ordinance or Resolution and Order.

107-1 **Board of Commissioners** ...

107-2 **Planning Commission** ...

107-3 **Director** ...

107-4 **Hearings Officer** ...

### 107-6 **Committee for Citizen Involvement (CCI)**

107-6.1 Purpose: The purpose of the Committee for Citizen Involvement (CCI) is:

- A. To serve as the officially recognized citizen participation resource committee, which is representative of geographic areas and interests;
- B. To be dedicated and committed to the success of citizen participation in the government decision-making process;
- C. To evaluate citizen involvement process;
- D. To encourage and promote the expansion of the CPO program;
- E. To provide a direct line of communication between the citizens and county government; and
- F. To assist the Board of Commissioners in complying with LCDC Goal #1 by developing a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

107-6.2 Membership:

- A. Will consist of the two representatives from each recognized CPO in Washington County and two alternates which shall make up the membership of the CCI.
- B. These representatives may be selected or appointed by any method approved by the individual CPOs.
- C. The term of each representative will be as determined by each CPO.

### 107-7 **Citizen Participation Organization (CPO)**

107-7.1 Purpose:

- A. To facilitate effective citizen involvement in the planning and development of Washington County.
- B. To assist in the development of and revisions to the County Comprehensive Plan.
- C. To participate in special projects and studies affecting communities.

107-7.2 Membership:

Membership in a CPO is open to all citizens of voting age who either reside, own land or own or operate a business within the boundaries of the CPO.

107-7.3 Bylaws:

Bylaws, including requirements for voting, shall be determined by each individual CPO.

EXHIBIT 8  
page 303

**Gonzales, Lorraine**

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**From:** Jennings Lodge CPO <jenningslodgecpo@gmail.com>  
**Sent:** Wednesday, November 29, 2017 12:18 PM  
**To:** Gonzales, Lorraine  
**Cc:** Bernard, Jim; Schrader, Martha; Savas, Paul; Humberston, Kenneth; Fischer, Sonya  
**Subject:** ZDO Amendment Proposals for 2018/19 Planning & Zoning Division Work Plan  
**Attachments:** Jennings Lodge CPO 11-29-2017 Proposals for ZDO Changes.pdf

To: Lorraine Gonzalez, Clackamas County Planning and Zoning Division  
Re: ZDO Amendment Proposals for 2018/19 Planning & Zoning Division Work Plan

Thank you for your invitation to submit project proposals for the 2018/19 Planning and Zoning Division work plan.

At our most recent Jennings Lodge Community Planning Organization meeting, we asked people to give us their priorities on proposals that had previously been developed for requested changes to the Zoning Ordinance. (We did this by giving each person a set of dots they could put on a master list of the proposals posted on the walls, with up to 3 dots on any individual proposal, if some they wanted to mark were more important to them than others.) Attached is a one-page list of the resulting top priority ZDO amendment proposals from the Jennings Lodge Community Planning Organization, which includes changes that the Planning Division previously said could be incorporated into the Zoning Ordinance work audit, if the Commissioners so directed.

We urge you to consider these as projects for inclusion in the 2018/19 Planning and Zoning Division work plan.

Sincerely,

Karen Bjorklund, Chair

**Jennings Lodge Community Planning Organization**

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EXHIBIT 9  
page 1 of 2

## Jennings Lodge CPO 11-29-2017 Proposals for ZDO Changes

### Identify New Opportunities for Recreational & Open Space

ZDO Subsection 1011 is adopted, in part, to provide land that meets the open space and recreation needs of the people. In order to achieve that end, **new open space opportunities must continue to be identified and developed** beyond what is currently on Comprehensive Plan Map IV-6. **A mechanism needs to be incorporated into the Zoning Ordinance**, or into the regular work of County staff, to routinely assess private land that becomes available on the market for its suitability in meeting the open space and recreation needs of current and future residents in the local communities.

### Provide Opportunity for Meaningful Public Input on Storm Water Plans

Currently, development applications are only required to have a preliminary statement of feasibility from a jurisdictional storm water authority, but not an assessment of an actual proposed storm water plan. Assessment of the actual proposed storm water plan usually or frequently occurs **after** a County public hearing takes place on the application, which means the public is deprived of the opportunity to learn about and make comments on the storm water system being worked out with the storm water authority. If not handled properly, development-caused storm water run-off can create local flooding and other negative consequences. So it is important to surrounding property owners (who often have more experience with run-off issues in the area than do developers) that the water run-off will be handled in ways that do not negatively impact them. Therefore, **we ask that a requirement be incorporated into ZDO sections 1006 and/or 1008 that jurisdictional storm water authority comments on the actual storm water plan be submitted either with the application, or before the public hearing, to provide for public comment.**

### Ensure Livability Infrastructure to Support New Development

System development charges (SDCs) do not currently ensure that appropriate livability infrastructure will be in place when new developments are added to a community. To help **ensure that such infrastructure will be available to support new development, and that proposed developments contribute positively to the communities around them**, we ask that a formula be incorporated into the Zoning Ordinance by which large subdivisions must provide for local park land or open space as part of subdivision development. The formula could be based on providing a certain amount of park or open space land per so many lots, units or acres of development (for example, one acre of park land for every ten acres of developed lots.)

### Protect Neighborhood Character and R-10 Zoning

Our community also puts a high priority on protecting neighborhood character as part of development, and ensuring that development will be consistent with the surrounding neighborhood character. We ask that language be added to the Zoning Ordinance that implements the Comprehensive Plan Chapter 4 goal of protecting the character of existing low density neighborhoods, OR directly provides a mechanism for neighborhoods to define their character; and requires that development is compatible with the identified neighborhood character. We also ask for an overlay area that freezes residential R-10 zoning, higher standards for zoning approvals in the overlay area(s); and/or a limitation on the amount of development or infill allowed in the overlay area(s).

### Require That Development Plans Incorporate Natural Resource Preservation Techniques

We request that 1002.04 (A) be amended to require that a development plan must incorporate a specific number of the techniques from 1002.04 (A) 1-10. We also ask that the Zoning Ordinance be amended to require (rather than suggest) tree preservation as provided for in ZDO Subsection 1007.04, with roads planned around tree groves in order to preserve them.

### Preserve Current Canopies Tree

In order to preserve the current tree canopy for current and future residents of communities inside the urban growth boundary, we ask that: (1) tree-canopy protecting building limitations be incorporated into the Zoning Ordinance for acreage within a proposed development that has over a specified percentage of tree canopy or number of trees per acre; and (2) for development proposed on land with any acres containing over a specified percentage of tree canopy or number of trees per acre, **the development must be submitted as a planned unit development** with at least 20% of the treed land preserved in open space tracts in order to protect and save significant trees.

EXHIBIT 9  
page 2 of 2

Hughes, Jennifer

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**From:** Baldwin van der Bijl <vanderbijl@comcast.net>  
**Sent:** Thursday, November 30, 2017 9:42 AM  
**To:** Gonzales, Lorraine  
**Cc:** Edge, Joseph; Hamilton, Joan; Kraxberger, Fallon; Meyer, Jim; Schmeer, Michael; Wild, Chaunda; van der Bijl, Baldwin  
**Subject:** Oak Grove Community Council Planning Division's 2018-19 Work Plan Requests  
**Attachments:** OGCC Response to Planning Division 2018-19.pdf

Ms. Gonzales,

In response to the Planning Division's annual call for long-range land use and transportation planning projects for the 2018-19 fiscal year, the Oak Grove Community Council requests the county's consideration of the following four projects sourced from the McLoughlin Area Plan Phase II and identified in the BCC-approved document The Five Components of the McLoughlin Area Plan :

- I. Modify the existing Zoning and Development Ordinance to better protect neighborhoods from up-zoning and incompatible development.
- II. Develop a community design plan for McLoughlin Boulevard.
- III. Acquire property and/or develop new parks and open spaces.
- IV. Identify strategies to protect and enhance existing natural habitat.

We additionally request that some very specific amendments to the Zoning and Development Ordinance be considered by staff, the Planning Commission, and the Board of County Commissioners to improve public participation in the land use planning and development review processes, and to enable certain small-scale manufacturing and production uses in Community Commercial and General Commercial districts.

- A. ZDO amendments for improved public participation and resource protections
- B. Small-scale manufacturing and production in the Community Commercial and General Commercial districts

Please see the attached document for details about these projects and our reasons for including these projects in our request.

Respectfully,

Baldwin van der Bijl, Chair  
Oak Grove Community Council

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EXHIBIT 10  
Page 1 of 7



Details and reasons for 2018-19 fiscal year project requests from the Oak Grove Community Council.

During the summer of 2017, meetings of the Jennings Lodge CPO and the Oak Grove Community Council included activities for members to vote for their top priorities for the near term projects and programs from the McLoughlin Area Plan Phase II. The first four projects received the most votes during these exercises. Micro-Project A arises from our experience reviewing land use applications, and Micro-Project B from a series of discussions with prospective investors, entrepreneurs and feedback from the general public.

### **Project I. Neighborhood Affordability and Development Compatibility Standards for Urban Low Density and Medium Density Residential Districts**

**Summary:** The first project, described in the MAP Phase II report as modify the existing Zoning and Development Ordinance to better protect neighborhoods from up-zoning and incompatible development, received dozens more votes than the second place project. This reflects our community's deep, shared concern about the impacts we're observing due to the ongoing regional housing affordability crisis that is leading to gentrification of lower and middle class neighborhoods, and the displacement of our neighbors. Due to existing rules in our Zoning and Development Ordinance, most new development is incompatible with existing neighborhoods and priced out of reach of the lower and middle class households who are most in need of reasonably priced housing options close to employment centers, services and high quality public transportation. The McLoughlin Area Plan calls for inclusive, safe and healthy neighborhoods that meet the needs of all of our residents, no matter their ability or socioeconomic strata.

**Description:** Modify the existing Zoning and Development Ordinance to better protect neighborhoods from up-zoning and incompatible development

The community vision maintains current designations for low-density housing. To protect the existing character of the residential neighborhoods within the MAP area, this program is intended to ensure compatible and desirable development in existing neighborhoods. There are two primary land use tools available for ensuring compatible character. First and foremost is zoning. Zoning is relatively straightforward to administer and it provides a great degree of certainty to both developers and neighbors. Zoning tools largely control the footprint and



intensity of the development, and have limited ability to affect visual character.

Zoning tools that are most successful include:

- Lot size
- Lot coverage
- Floor area ratios (FAR)
- Maximum percentages of impervious surface

The second tool, design guidelines, can be used to influence style and aesthetics of new housing. Design guidelines can be administered in a clear and objective fashion to address elements such as building materials, the amount of wall space covered by windows and doors, building heights, and orientation on the lot.

## Project II. McLoughlin Boulevard Community Design Plan Framework Plan

**Summary:** The second project, described as Develop a community design plan for McLoughlin Boulevard, is intended to follow up the Park Avenue Station Area Development and Design Standards project currently underway. We envision this project resulting in a framework plan where the community helps identify future nodes/activity centers on McLoughlin Boulevard to complement the Community Engagement Framework Plan that will be delivered by the Park Avenue project. This will enable efficient rollout of future node planning projects, with geographical boundaries and key amenities or sites identified for nodes in advance, allowing for a coordinated series of projects over time, as market conditions enable redevelopment at each node. Amendments to the ZDO may result to protect the future nodes, by changing some incompatible uses to restricted or limited, or requiring conditional use reviews to mitigate impacts of incompatible uses - those uses that conflict with the goals and policies of the Corridor design type in the Comprehensive Plan.

**Description:** Develop a community design plan for McLoughlin Boulevard

The McLoughlin Area Plan establishes a community supported vision for McLoughlin Boulevard. The next steps should include the creation of a design plan which would include design standards and guidelines, revised street sections and potentially form-based codes. Presently, McLoughlin Boulevard functions as one long corridor of similar auto-oriented character. A design plan helps to emphasize and develop distinct places along the corridor. Part of the design plan may include establishing locations where travel speeds are slower and activity clusters are planned. Details regarding where redevelopment efforts should focus, where streetscape improvements should be prioritized and where other public investments are most likely to leverage private investment will be determined in the design plan. The design plan should be developed by Clackamas County in partnership with the MAP committee or an advisory committee, the community and area businesses.

## Project III. McLoughlin Area Parks and Recreation Assets Framework Plan

**Summary:** The third-ranked project seeks to support the North Clackamas Parks and Recreation District by helping to identify and implement measures to leverage new development

EXHIBIT 10  
page 3 of 7

and redevelopment to increase parkland, urban plazas, wildlife corridors and recreational trail assets throughout the McLoughlin Area. This is also envisioned as a framework plan and amendments to the ZDO to expand the conditions where dedications to NCPRD are required and key sites are selected. Planning and public participation for development of specific sites will be coordinated by NCPRD.

**Description:** Acquire property and/or develop new parks and open spaces

The North Clackamas Parks and Recreation District (NCPRD) is responsible for coordinating acquisition of park land and developing parks and trails in the area, and will be an essential partner in acquiring new property for parks and open spaces. A District Master Plan, adopted in 2004, guides the work of NCPRD and covers the MAP study area. An update to the District Master Plan is on the horizon; the McLoughlin community should partner with NCPRD to ensure future plans for parks are included in the update. Assembling funds will be the most challenging task in this strategy. Metro is another potential partner opportunity. Examples of improved park and open space amenities include:

- Improved boat ramps.
- Increased parking options for river access.
- Improved neighborhood park accessibility by foot, bicycle, or public transit within a half-mile radius of residences, to provide easy access to green space especially for children and senior adults.
- Create community parks to serve a larger geographic area that may include large sports fields, skateparks, dog parks, tennis courts, and community pools.

## Project IV. McLoughlin Area Natural Resource Overlays Development and

### Design Standards

**Summary:** The fourth-ranked project could easily be combined with the previous project as there are many mutual goals for each. Where the previous project seeks the acquisition or transfer of capital assets, this project seeks to leverage the land use review process to improve and restore habitat in a coordinated manner to meet multiple state, regional, and local land use planning goals. Part of the unique identity of the McLoughlin Area - perhaps its brand - is the prevalence and integration of natural areas and abundant wildlife with the built environment. The existing ZDO does not protect or enhance the unique identity or valuable characteristics of our natural spaces, in favor of an easy-to-administer set of homogenous guidelines for the entire urban unincorporated area. As population growth and resulting development pressures continue, these natural areas are at increased risk of decimation, with predictable negative impacts to endangered species and all other wildlife. This project envisions amendments to the ZDO to require additional design considerations for new development and redevelopment to support increased buffers for natural resource overlay districts (WQRA, HCA, WRG, FMD and SBH), standards to reestablish safe movement of wildlife between disconnected islands of habitat, evidence-based standards to reduce impacts of transportation facilities and turf-lawns upon water quality resources.

EXHIBIT 10  
PAGE 4007

**Description:** Identify strategies to protect and enhance existing natural habitat

The McLoughlin area benefits from a rich ecology. It is home to salmon-bearing waterways, quality wetlands and upland forests. The natural environment is a defining characteristic and a main reason that many people call the area home. As the McLoughlin corridor is revitalized and new buildings are constructed, protection of natural habitat, and its functions regarding water quality and wildlife, will continue to gain importance. This plan suggests development of a habitat friendly development program. Without any negative impact to property owners, the County can work with them to make it as easy as possible to implement environmentally sensitive development solutions. The first step is to define habitat areas. These are typically divided into riparian (water related) and upland habitat. The Metro regional government and Clackamas County have developed a detailed inventory of existing conditions that can form the base of this assessment stage. The County should then develop guidelines to help owners minimize impacts from development. Use of the guidelines is typically voluntary. However some jurisdictions have succeeded in offering incentives such as fee waivers to encourage their utilization. Guidelines for habitat friendly development typically include:

- Clearing and grading.
- Site development.
- Low-impact development techniques.
- Ongoing maintenance.

### Micro-Project A. ZDO Amendments to support improved public participation and resource protections

**Summary:** We are requesting a suite of small amendments to the ZDO that we believe will foster improved engagement, communication and development outcomes for engaged CPOs throughout the county. Each will be addressed individually, below.

1. We request that CPOs be issued an email "Request for Response" for pre-application conferences in their boundaries and that the CPO's response be included in the pre-application conference notes provided to applicants, as are other county, regional and state agencies. Such notification would allow CPOs to submit comments expressing their hopes and concerns about specific sites or proposals before the development review process begins. Once submitted for development review, most projects are too far along to be significantly influenced by feedback from the public. The pre-application conference represents the last realistic opportunity for the public to affect the trajectory of a land use proposal to improve compatibility of resulting development. How an applicant chooses to leverage the CPO's response is up to them, but this affords CPOs the opportunity to put information in front of an applicant before a land use review is underway.

*Proposal:* Amend pre-application conference procedures to issue a "request for response" to the appropriate CPOs at the same time as and containing the same information as is done for County agencies, in advance of scheduled pre-application conferences for type II and type III

EXHIBIT 10  
page 5 of 7

procedures, and include the CPO's response in the written summary (ZDO 1307.05(E)) delivered to the applicant.

2. We request that all applications that require Type II and Type III reviews must include a narrative addressing how the proposal complies with all of the relevant approval criteria and standards. The primary function of CPOs is to review land use applications and submit recommendations to the county, pursuant to State Land Use Goal 1, Citizen Involvement. CPOs consist of volunteer boards and membership, and are often not well-versed in land use law. When we receive applications that do not include a narrative, it can be very time-consuming and challenging for these volunteers to identify how a proposal - often delivered only in the form of a hand-drawn site plan - complies with all of the relevant approval criteria. Given that an applicant is supposed to know what approval criteria are applicable to their proposal and how their proposal addresses these criteria, it seems appropriate to require a narrative describing that compliance be provided with the application. This will improve a CPO's efficiency with respect to interpreting a project's compliance with approval criteria and enable recommendations that can better address a project's shortcomings in meeting relevant approval criteria.

*Proposal: Amend 1307.07(C) to modify "or" to "and," as shown here: "A completed supplemental application form, such form to be prescribed by the Planning Director, ~~and~~ a written statement addressing each applicable approval criterion and standard and each item on the supplemental application form."*

3. For development in Natural Resource Overlay Districts (*HCA, WQRA, WRG, SBH, FMD*, etc.) and those subject to the Tree ordinance (ZDO 1002.04), amend the ZDO to require submittal of one or more *design alternatives* that leverage as many recommended design techniques as needed to meet the intent of the standards, and then to describe why recommended design techniques are not feasible. This is consistent with the requirements for *Variance* requests, where an applicant must show a design alternative that does not utilize the requested variance and explain why approving the variance results in a proposal that does a better job of meeting the intent of the standard. Similarly, an application that proposes to encroach into a natural resource overlay or buffer, or that proposes to remove mature trees, should be required to demonstrate why it is not feasible to incorporate the low-impact design techniques recommended in the ZDO to protect those features.

4. For land divisions of properties in the *Historic Corridor, Historic District* and *Historic Landmark* Overlay districts, resources (such as accessory structures or heritage trees) associated with the primary Historic Resource on a site should be afforded the option of protection via shared-ownership tracts, or by easements or dedications to the Parks department. Presently, to be protected, associated resources must be moved to the same lot the primary resource will occupy after land division; resources that cannot be moved are offered no protection and the overlay is reduced to the boundaries of the one lot that contains the original historic resource. Historic resources that are demolished or redeveloped should maintain non-intrusive easements for public access to view the resources and/or interpretive markers that identify resources'

EXHIBIT 10  
page 6 of 7

historic significance and provide the public with a sense of connection with our valuable historic and cultural resources. Divisions of *Historic Landmarks* should retain the historic designation on all resulting parcels, and the resulting development should pay tribute to the culturally significant resources of the original Landmark, perhaps with architecture, resource preservation or other techniques. Due to the voluntary nature of the *Historic Landmark* ordinance, we should seek to balance new requirements with incentives to better protect the historic resources and the economic sustainability of their preservation.

### Micro-Project B. Small scale manufacturing and production in the Community Commercial and General Commercial districts.

**Summary:** We are requesting amendments to the use table in Section 510 (*Table 510-1: Permitted Uses in the Urban Commercial and Mixed-Use Zoning Districts*) to permit certain small-scale manufacturing and production uses in the Community Commercial and General Commercial districts. We expect these changes to unlock economic opportunities for small commercial hubs and corridors throughout the unincorporated county. Small-scale brew-pubs and bakeries are presently restricted in the *Community Commercial (C-2)* and *General Commercial (C-3)* districts when they involve "primary processing of raw materials" which can include ingredients such as malts and yeasts. Uses such as breweries and bakeries are restricted in *Community Commercial* districts when they distribute their products, even if only to other nearby local businesses, which is a very common business model for small-scale breweries (e.g., distribute through local bars and restaurants) and bakeries (e.g., distribute through local cafes). A recently published report by *Smart Growth America (Made in Place: Small-Scale Manufacturing & Neighborhood Revitalization)* details how small-scale manufacturing - including breweries and bakeries - can help revitalize and enhance prosperity for economically depressed areas, such as the downtown Oak Grove commercial node. During the inaugural July 2017 *Historic Trolley Trail Fest* in downtown Oak Grove, member after member of the community filled out suggestion cards stating that they want to see a bakery or a brew-pub in downtown Oak Grove. Several prospective investors have recently expressed interest in developing brewpubs in downtown Oak Grove only to be disillusioned by unsupportive land use regulations. There is a tremendous volume of opportunity here locked behind a small set of revisions to the ZDO.

**Description:** Amend the ZDO to allow certain small-scale manufacturing and production uses in the C-2 and C-3 districts, even when the use necessitates some primary processing of certain raw materials, such as brew-pubs (breweries with a retail/restaurant space that may include some distribution of beverages) and bakeries (a bakery with a retail/restaurant space that may include some distribution of its prepared food products). Additional details can be furnished upon request.

EXHIBIT 10  
Page 7 of 7

## Hughes, Jennifer

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**From:** McCallister, Mike  
**Sent:** Thursday, January 25, 2018 4:11 PM  
**To:** Gonzales, Lorraine  
**Subject:** FW: Michael and Cheryl Mt Hood Cannabis Company

Lorraine

See email below. I called this customer back and told him this request would be added to the list of potential work program projects. Please add it to the list.

**Mike McCallister**  
Planning Director  
Planning & Zoning Division  
Clackamas County  
503-742-4522  
[MikeM@clackamas.us](mailto:MikeM@clackamas.us)

The Clackamas County Department of Transportation and Development is dedicated to providing excellent customer service. Please help us to serve you better by giving us your [feedback](#). We appreciate your comments and will use them to evaluate and improve the quality of our public service.

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**From:** DeSantis, Kimberlee  
**Sent:** Thursday, January 25, 2018 3:56 PM  
**To:** McCallister, Mike <[MikeM@co.clackamas.or.us](mailto:MikeM@co.clackamas.or.us)>  
**Subject:** RE: Michael and Cheryl Mt Hood Cannabis Company

Good afternoon Mike,

Would you or one of your staff be able to assist with some information for a response to the message below? If I recall we were trying to mirror liquor store hours...

Thanks,

**Kimberlee DeSantis | Commission Policy Advisor**  
Clackamas County Board of Commissioners  
2051 Kaen Road, Suite 450 | Oregon City, OR 97045  
503.742.5913 | [kimberleedes@clackamas.us](mailto:kimberleedes@clackamas.us)

**From:** [mbudd@mediaworksonline.com](mailto:mbudd@mediaworksonline.com) [<mailto:mbudd@mediaworksonline.com>]  
**Sent:** Wednesday, January 24, 2018 7:52 AM  
**To:** BCCMail <[BCCMail@co.clackamas.or.us](mailto:BCCMail@co.clackamas.or.us)>; Fischer, Sonya <[SonyaFischer@co.clackamas.or.us](mailto:SonyaFischer@co.clackamas.or.us)>  
**Subject:** Michael and Cheryl Mt Hood Cannabis Company

I am resending this email as I had Ken's email incorrectly the first time.

EXHIBIT 11  
page 1 of 2

Ken and Sonya,

First I want to thank both of you for coming to the CPO meeting. My wife and I are excited about being a positive force in the Rhododendron community and it is good to see support from the County Commissioners.

Second I discussed a business issue that I could use some assistance with. The OLCC allows us to operate from 7am to 9pm. However it is my understanding that there was decision at the county level restricting us from opening before 10am. I don't have much information about the decision or the argument supporting it but it is causing significant losses to my business, the tax revenue I can generate, the people I can employ and the money I can contribute towards the growth of Rhododendron. As is probably obvious we are dependent on ski traffic in the winter season. A majority of the traffic to the ski resorts occurs in the morning between 7 and 9am when I cannot be open.

I would appreciate it if you could explain to me the reasoning behind the decision and the process to review that decision to see if we can make a change. I know government changes don't occur quickly but if there was a chance to do something in time to save part of this season for me it would be great.

I have hundreds of signatures from both residents and skiers supporting a change if that helps.

thanks in advance for your help,  
Michael Budd

**Michael Budd**  
President

**Mediaworks**  
PO Box 2597 | Bloomington, IN 47402  
812.333.8099 | Cell: 812.345.2416  
[www.mediaworksonline.com](http://www.mediaworksonline.com)

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EXHIBIT 11  
page 2 of 2



2018-19  
WK PNOG

Maritime Café, Inc.  
17417 SE McLoughlin Blvd.  
Gladstone, OR 97267  
503 305-8307

JAN 29 2018

Clackamas County Planning Commission  
150 Beaver Creek Rd.  
Oregon City, OR 97045

January 23, 2018

Dear Mr. McCallister,

I'm following up on our recent phone conversation about extending operating hours for marijuana dispensaries in Clackamas County. We, the Clackamas County marijuana dispensary owners, are proposing dispensaries be allowed to open two-hours earlier and close one-hour later (8:00 am to 10 pm). Currently, our dispensaries operate from 10:00 am to 9:00 pm. We request that the Clackamas County Commissioners consider making our proposal a part of the Planning Commissions work for the 2018-2019 work year.

The marijuana retail business has become extremely competitive, especially with the opening of six (6) new dispensaries in Oregon City and new dispensaries in Milwaukie, and in southeast and east Portland. Dispensaries in these other cities operate from as early as 7:00 am to 10:00 pm compared to Clackamas County dispensaries that operate from 10:00 am to 9:00 pm. The shorter hours that Clackamas County dispensaries operate has put our businesses at a competitive disadvantage. Our businesses miss the early shoppers and the late shoppers because we are closed, so these customers then shop at nearby dispensaries that have longer hours.

Many changes have occurred in the marijuana industry since the County first adopted marijuana retail rules and it is time to review opening times for dispensaries in our County. Our proposed change, we feel, is critical to help support and maintain viable marijuana retailers in Clackamas County.

We, the owners of the Clackamas County marijuana dispensaries are in agreement on the necessity and urgency of our request.

Sincerely,

Mario Mamone  
President, Maritime Café, Inc.

EXHIBIT 12



# North Clackamas Urban Watersheds Council

2416 SE Lake Rd • Milwaukie, OR 97222  
coordinator@ncuwc.org • www.ncuwc.org



Ms. Gonzales,

In response to the Planning Division's annual call for long-range land use and transportation planning projects for the 2018-19 work program, the North Clackamas Urban Watersheds Council requests the county's consideration of the following amendments to the Zoning and Development Ordinance to improve public participation and development outcomes in the land use planning and development review processes.

1. Watersheds councils have a vested interest in water quality protection and enhancement, and development close to water quality resources or habitat conservation areas (which often help protect water quality resources) as well as stormwater infrastructure are significant contributors to the water quality protection challenges facing watersheds councils. Subdivisions are relatively infrequent in the predominantly built-out urban area, but offer some of the most significant remaining opportunities to implement large-scale stormwater controls in the urban watersheds. We request that recognized watersheds councils:
  - a. be solicited for comments to be included in pre-application conference packets for proposed Type II and Type III procedures within 500 feet of a FMD, HCA, WQRA or WRG, or for any subdivision proposal within the watershed council's boundaries; and
  - b. are notified of all applications requiring Type II and Type III reviews within 500 feet of a FMD, HCA, WQRA or WRG, or for any subdivision proposal within the watershed council's boundaries.
2. The natural resource overlay districts in place today account for a limited quantity of real estate but the entire quantity of protected natural resource areas in our county. As such, we believe these overlay districts should offer strong protections for the natural resources they cover. To better balance property rights with the need for very strong protections, we request amendments to the zoning and development ordinance:
  - a. For development that proposes to encroach on buffers intended to protect resources in the natural resource overlay districts (*FMD, HCA, WQRA, WRG, et al.*) or regulated by *ZDO Section 1002 Protection of Natural Features*, require an alternatives analysis that leverages alternative design techniques to comply with the applicable standards of the natural resource overlay district(s) without sacrificing development potential (e.g.,

EXHIBIT 13  
Page 1 of 2

equivalent floor area or dwelling units), and describe why that is not feasible compared to the applicant's preferred design alternative. Presently, alternative design techniques must be considered but it is not required to demonstrate why it is not practical to leverage those techniques to result in a lower-impact development.

3. For open space resources identified on the Comprehensive Plan Map where only a wetland is present, ZDO Section 1011 is not applicable. We request that ZDO Section 1011.02(A) be amended to include "*wetlands, including recharge areas*" so that wetlands may receive the same protections as other open space resources in the urban area.

Respectfully,

Joseph P. Edge  
Board President, North Clackamas Urban Watersheds Council

EXHIBIT 13  
page 2 of 2

Ms. Gonzales,

In response to the Planning Division's annual call for long-range land use and transportation planning projects for the 2018-19 fiscal year, MAP-IT requests the county's consideration of the following two projects sourced from the *McLoughlin Area Plan Phase II* and identified in the BCC-approved document *The Five Components of the McLoughlin Area Plan*:

- I. Modify the existing Zoning and Development Ordinance to better protect neighborhoods from up-zoning and incompatible development.
- II. Develop a community design plan for McLoughlin Boulevard.

Please see the attached document for details about these projects and our reasons for including these projects in our request.

Respectfully,

Terry J Gibson, Chair

EXHIBIT 14  
page 109

During the summer of 2017, meetings of the Jennings Lodge CPO and the Oak Grove Community Council included activities for members to vote for their top priorities for the near term projects and programs from the McLoughlin Area Plan Phase II. The following two projects received the most votes during these exercises.

The first project, described in the MAP Phase II report as *modify the existing Zoning and Development Ordinance to better protect, enhance and preserve neighborhoods from up-zoning and incompatible development*, received dozens more votes than the second place project. This reflects our communities' deep, shared concern about the impacts we're observing due to the ongoing regional housing affordability crisis that is leading to gentrification of lower and middle class neighborhoods, and the displacement of our neighbors. Due to existing rules in our Zoning and Development Ordinance, most new development is incompatible with existing neighborhoods and priced out of reach of the lower and middle class households who are most in need of reasonably priced housing options close to employment centers, services and high quality public transportation. The McLoughlin Area Plan calls for inclusive, safe and healthy neighborhoods that meet the needs of all of our residents, no matter their ability or socioeconomic strata. This can and should include recognition and protection of existing neighborhood character.

The second project, described as *Develop a community design plan for McLoughlin Boulevard*, is intended to follow up the Park Avenue Station Area Development and Design Standards project currently underway. We envision this project resulting in a framework plan where the community helps identify future nodes/activity centers on McLoughlin Boulevard to complement the Community Engagement Framework Plan that will be delivered by the current project. This will enable efficient rollout of future node planning projects, with geographical boundaries and key amenities or sites identified for nodes in advance, allowing for a coordinated series of projects over time, as market conditions enable redevelopment at each node. Amendments to the ZDO may result to protect the future nodes, by changing some incompatible uses to restricted or limited, or requiring conditional use reviews to mitigate impacts of incompatible uses - those uses that conflict with the goals and policies of the Corridor design type in the Comprehensive Plan.

**Project name:** Neighborhood Affordability and Development Compatibility Standards for Urban Low Density and Medium Density Residential Districts

**Project description:** Modify the existing Zoning and Development Ordinance to better protect neighborhoods from up-zoning and incompatible development

The community vision maintains current designations for low-density housing. To protect the existing character of the residential neighborhoods within the MAP area, this program is intended to ensure compatible and desirable development in existing neighborhoods. There are two primary land use tools available for ensuring compatible character. First and foremost is zoning. Zoning is relatively straightforward to administer and it provides a great degree of

certainty to both developers and neighbors. Zoning tools largely control the footprint and intensity of the development, and have limited ability to affect visual character.

Zoning tools that are most successful include:

- Lot size
- Lot coverage
- Floor area ratios (FAR)
- Maximum percentages of impervious surface

The second tool, design guidelines, can be used to influence style and aesthetics of new housing. Design guidelines can be administered in a clear and objective fashion to address elements such as building materials, the amount of wall space covered by windows and doors, building heights, and orientation on the lot.

**Project name:** McLoughlin Boulevard Community Design Plan Framework Plan

**Project description:** Develop a community design plan for McLoughlin Boulevard

The McLoughlin Area Plan establishes a community supported vision for McLoughlin Boulevard. The next steps should include the creation of a design plan which would include design standards and guidelines, revised street sections and potentially form-based codes. Presently, McLoughlin Boulevard functions as one long corridor of similar auto-oriented character. A design plan helps to emphasize and develop distinct places along the corridor. Part of the design plan may include establishing locations where travel speeds are slower and activity clusters are planned. Details regarding where redevelopment efforts should focus, where streetscape improvements should be prioritized and where other public investments are most likely to leverage private investment will be determined in the design plan. The design plan should be developed by Clackamas County in partnership with the MAP committee or an advisory committee, the community and area businesses.

EXHIBIT 14  
PAGE 309

# **The Five Components of the McLoughlin Area Plan**

This documents contains the complete language  
of the five components of the McLoughlin Area Plan:

**The Vision Statement**  
**The Values**  
**The Guiding Principles**  
**Programs**  
**Projects**

The Vision Statement, Values, and Guiding Principles, created as part of Phase I, come from the 2010 "McLoughlin Area Plan Vision Framework" Phase I document, and is repeated in the 2011 "McLoughlin Area Plan Phase II" document . The Programs and Projects, created in Phase II, come from the 2011 "McLoughlin Area Plan Phase II" document.

EXHIBIT 14  
page 409

## McLoughlin Area Plan: Vision

“In the future, our community fabric of thriving neighborhoods, shops, restaurants and services is green and sustainable; healthy and safe; woven together by walkable tree-lined streets, trails, natural area and open spaces; and strengthened by our diversified local economy, great educational opportunities and engaged citizens.”

## McLoughlin Area Plan: Values

Community values are an expression of the shared ideals and aspirations that a community hold dear. They lay the foundation for understanding the needs of a community, and are part of what makes a place unique and vibrant. The following seven values are a product of the initial community engagement in Phase I and were used to guide the process of identification, selection and prioritization in Phase II.

<b>Community Connections</b>	Community members value the strong and vibrant network of relationships and connections in the McLoughlin area. Residents in the area are active and involved in a wide range of community organizations and improvement efforts.
<b>Health and Safety</b>	Community members valued neighborhoods that are safe for residents of all ages, and a healthy environment for all, including young families and retired residents.
<b>Green and Sustainable</b>	Community members value their quiet and green neighborhoods. They are committed to maintaining and enhancing the ecological, economic and social sustainability of the McLoughlin area.
<b>Access and Connectivity</b>	Community members value their access to the wider region, and close proximity to a range of retail, employment and recreation opportunities. They seek an improve range of multi-modal options for the area, including bicycle, pedestrian, auto and transit amenities.
<b>Diverse and Inclusive</b>	Community members value the range of ages, incomes and ethnicities of people that live in the area, and seek to support this diversity and encourage greater participation by all.
<b>Local Economy</b>	Community members value the many local and small businesses that serve the area and help form the foundation for a resilient local economy.
<b>Local Self-Determination</b>	Community members value their independence and seek to maintain and enhance local control and decision-making.

EXHIBIT 14  
page 5 of 9

## McLoughlin Area Plan: Guiding Principles

### Economic Vitality

- Ensure that any improvements, development or zoning changes shall promote an environment that fosters small business development and retention of existing businesses.
- Ensure that any improvements, development or zoning changes preserve or enhance shopping and retail opportunities that serve the McLoughlin area community.
- Ensure that any improvements, development or zoning changes continue to support and maintain a reasonable cost of living.
- Ensure that any improvements, development or zoning changes provide for the long term stability and viability of local businesses, as well as stimulate job creation and retention.

### Transportation

- Encourage access and connections to local amenities and the region for bicycles and pedestrians.
- Provide sidewalks, streets and trails within neighborhoods to enhance accessibility. Any improvements shall have a minimal impact on the natural environment such as trees and streams.
- Greatly improve pedestrian access and safety throughout the McLoughlin area with an emphasis on routes to schools and crossings on McLoughlin Boulevard.
- Where possible, integrate off-street trails and other facilities that benefit bicyclists and pedestrians.
- Improve east-west multi-modal connections across the McLoughlin area.

### Social

- Develop an atmosphere that is human-scale, family friendly, inviting and attractive.
- Create or maintain transition zones (buffers) between residential neighborhoods and the more intense nature of McLoughlin Boulevard.
- Create gathering places for citizens such as a community center, parks and places that foster social environments and opportunities.
- Ensure that any improvements, develop or zone changes shall promote a healthy, safe and high-quality environment for neighborhoods and schools.

### Urban and Neighborhood Design

- Support a network of distinctive neighborhoods that have good connectivity for autos, transit, bicyclists and pedestrians.
- Utilize and integrate existing natural features, geography and topography of the area and minimize negative impacts of improvements on such areas. This applied to new development, re-development, access and transportation improvements.
- Ensure design functionality, beautification, lighting treatments and landscaping along McLoughlin Boulevard.
- Provide a series of clustered and concentrated thriving centers that provide a focal point for the neighborhoods of the McLoughlin area.



- Preserve, protect and enhance the current residential neighborhoods while maintaining main current densities.

**Environmental**

- Ensure that the long-term health and vitality of the natural environment, river, streams, trees and habitat are fostered or enhanced when property is developed or re-developed.
- Enhance, preserve and establish access to the rivers, streams and other natural habitat.
- Retain, preserve, expand and add natural areas and parks.

**Administrative**

- Ensure that prior to any public improvements being approved, a mechanism is in place that provides for ongoing maintenance and operation of the facility.
- Ensure that sufficient funding remains in place for existing facilities, programs and emergency services.
- Incorporate strong and active community involvement and decision-making into any planning efforts that affect the McLoughlin area. These efforts will include economically, socially and ethnically diverse members of the community.
- Provide improved and updated building codes, zoning codes and zoning overlays based on local aspirations, community involvement and decision-making.
- Provide adequate enforcement at all levels of county and other applicable codes.
- Continue to explore governance options as a means of supporting independence and local control.

**McLoughlin Area Plan Programs & Projects**

**Program versus Project**

Programs include an analysis of issues and the development of strategies to address the needs at hand; they are frequently policy recommendations or plans that will guide future development. Projects, on the other hand, generally lead to physical improvements and result in something you can see on the ground. They may also include property acquisition that then leads to other improvements. Projects are also tools that are used to assist in redevelopment and job creation.

**Program and Project Categories**

The programs and projects have been organized into six categories:

<b>1 McLoughlin Boulevard Improvements</b>	<b>4 Strengthening Connections</b>
<b>2 Neighborhood and Community Improvements</b>	<b>5 Redevelopment and Development</b>
<b>3 Parks, Open Space and Natural Habitat</b>	<b>6 Economic Development</b>

EXHIBIT 14  
page 709

<b>McLoughlin Boulevard Improvements</b>	
<b>Programs</b>	Develop a community design plan for McLoughlin Boulevard.
<b>Projects</b>	Construct improved pedestrian crossings on McLoughlin Boulevard.
	Construct streetscape Improvements along McLoughlin Boulevard.

<b>Neighborhood and Community Improvements</b>	
<b>Programs</b>	Establish a citizen advisory committee to oversee plan implementation including budgets, project oversight, and community involvement.
	Stricter enforcement of existing sign ordinances.
	Enforce proper property use and maintenance.
	Coordinate enforcement to lesson negative impacts of adult oriented businesses on the family-friendly character of surrounding neighborhoods.
	Site offender treatment facilities to limit negative impact on the family-friendly character of surrounding neighborhoods.
	Encourage community-wide events and cultural celebrations.
	Modify the existing Zoning and Design Ordinance to better protect neighborhoods from up-zoning and incompatible development.
<b>Projects</b>	Improve lighting at key locations to improve safety for motorists and pedestrians.

EXHIBIT 14  
page 8 of 9

<b>Parks, Open Space and Natural Habitat</b>	
<b>Programs</b>	Identify strategies to protect and enhance existing natural habitat.
<b>Projects</b>	Acquire property and/or develop new parks and open spaces.
	Improve pedestrian and bike connections to the Trolley Trail.

<b>Strengthening Connections</b>	
<b>Projects</b>	Construct street improvements on existing, significant transportation routes.
	Improve pedestrian and bike connections to schools, parks and other key community destinations.

<b>Redevelopment and Development</b>	
<b>Programs</b>	Develop a vacant and underused land inventory to assist the private sector.
<b>Projects</b>	Develop commercial or mixed-use activity clusters at targeted locations within the plan area.
	Support public-private partnerships to acquire land or buildings for development and re-development purposes.
	Develop a façade improvement program for existing commercial developments.

<b>Economic Development</b>	
<b>Programs</b>	Develop a program that promotes new business and expansion of existing businesses.
<b>Projects</b>	Provide incentives for businesses that provide family-wage jobs.

## Hughes, Jennifer

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**From:** Elizabeth Davidson <luvmky@rconnects.com>  
**Sent:** Friday, March 02, 2018 5:57 AM  
**To:** Hughes, Jennifer  
**Subject:** Question

Hello,

I apologize if I am not contacting the appropriate person. I found your name in regards to comments for the upcoming planning meeting. I am reaching out to you to ask some questions regarding development planning for the Estacada area and the transportation plans to accommodate that development, in particular Hwy 224 to 212. It does not appear that any of my concerns are on the agenda for the upcoming meeting. Can you possibly guide me to where I can get some information as to future plans and any upcoming meetings to discuss it? As a long time resident of the Estacada area that uses Hwy 224 to commute, I am concerned about the impending stress put on our current routes into the Clackamas area with the boom in housing we are currently experiencing. Any suggestions you may have are greatly appreciated.

Thank you so much for your time.

Sincerely,  
Elizabeth Davidson



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EXHIBIT 15

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## Hughes, Jennifer

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**From:** McVay, Yvonne <Yvonne.McVay@claconnect.com>  
**Sent:** Friday, March 02, 2018 2:33 PM  
**To:** Hughes, Jennifer  
**Subject:** public comment

Hello –

I am submitting public comment on proposed project for long-range planning.

I believe that Max parking should be one of your highest priorities. I live off Lake Rd in Milwaukie and work in downtown Portland. The Orange line stops directly in front of my building. I should be a prime candidate to take advantage of the Max. In fact I did use the Max recently for one week while my car was in the shop. I thought if it worked out well I might try taking it all the time. I'd heard that parking was difficult at the Milwaukie station, and it's absolutely true. I had to have my husband drop me off at the station on his way to work, and we did not see parking spots available each day. When I got home at night off the Max my husband couldn't pick me up every night, and I had to walk home for 20 minutes in the pouring down rain. The experience was just not something that, at 50 years old, I am willing to do every day. I would possibly be willing to drive to the parking garage or Elks lodge also, but I've heard parking there is just as bad. So, here I am driving alone in my car to work and back every day. If it was convenient I would much rather take the Max.

Thank you for listening.



Yvonne McVay, CPA, Director  
CliftonLarsonAllen LLP

Direct 503-808-4118, Mobile 503-887-7368  
yvonne.mcvay@CLAconnect.com

Main 503-224-0860 x14118, Fax 503-248-6788  
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EXHIBIT 16

## Hughes, Jennifer

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**From:** Gonzales, Lorraine  
**Sent:** Monday, March 05, 2018 6:22 PM  
**To:** Hughes, Jennifer; Rogalin, Ellen  
**Cc:** amgresen@gmail.com  
**Subject:** FW: Heritage Tree Program - Clackamas County

Jennifer and Ellen,

Please add Amanda's comments as a work program item to be discussed at the upcoming Planning Commission Study Session. You can contact me if you have additional questions. I have also included Amanda's email to this email.

Thank You

*Lorraine Gonzales, Senior Planner*

Clackamas County Planning & Zoning Division  
150 Beaver Creek Rd,  
Oregon City, OR 97045  
(503) 742-4541  
lorrainego@co.clackamas.or.us

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**From:** Moreland, Tracy  
**Sent:** Monday, March 05, 2018 3:31 PM  
**To:** Gonzales, Lorraine <LorraineGo@co.clackamas.or.us>; Rogalin, Ellen <EllenRog@co.clackamas.or.us>  
**Subject:** FW: Heritage Tree Program - Clackamas County

Hi there, I spoke with Amanda Gresen because she emailed Commissioner Savas a few weeks ago – interested in the status of the Heritage Tree program; or wanting to help revive it. I know she has corresponded with Lorraine. Could you help provide some answers to her questions/comments below? Thanks,  
Tracy

**From:** Amanda Gresen [<mailto:amgresen@gmail.com>]  
**Sent:** Wednesday, February 21, 2018 5:12 PM  
**To:** Moreland, Tracy <[TracyMor@co.clackamas.or.us](mailto:TracyMor@co.clackamas.or.us)>  
**Subject:** Re: Heritage Tree Program - Clackamas County

Hello Tracy,

Please see the correspondence below from Lorraine. I did not call her to discuss further once I received this email.

A few items that I have questions on:

- Is there enough interest to "bring back" the arborist to identify the significant specimens?

- It appears additional information could be provided to get a better sense of what is considered a "heritage tree". Not all PDF's of Doug Firs were loading on the Clackamas County Website. <http://www.clackamas.us/planning/heritagetree.html>
- I also browsed City of Portland Guidelines when generating my packet. <https://www.portlandoregon.gov/parks/40280>
- The document I created ID'ed all trees. I noticed there are a few groves of trees recognized within the Clackamas County Heritage Tree Program and believe there is validity in having a more mature grove of trees in such density - our property is only a half-acre! Doug Firs are more stable when gathered in groves vs as a stand-alone individual - so this seems reasonable to consider such.
- It would be helpful to provide insights on other ways to preserve trees on this site as we understand that the Heritage Tree isn't considered a tree preservation strategy. ***Or should this program be something with more substance.*** Per City of Portland's Program: "*Anyone can nominate a Heritage Tree! Heritage Trees are protected by City Code; once designated, no Heritage Tree can be removed without the consent of the Urban Forestry Commission and the Portland City Council.*"
- With our community being located within the urban growth boundary - It would make sense that similar tree standards should exist within at the minimum, these boundaries, understanding that Clackamas County is quite diverse.

All in all - I hope to see our community and government recognize the importance of mature trees and that certain mature trees belong in groves to stay healthy. Let's not take these beauties for granted!

Thank you again for the follow-up!

--

Amanda Gresen

[e] [amgresen@gmail.com](mailto:amgresen@gmail.com) [c] 414.852.2266

On Tue, Dec 19, 2017 at 6:32 PM, Gonzales, Lorraine <[LorraineGo@co.clackamas.or.us](mailto:LorraineGo@co.clackamas.or.us)> wrote:

Dear Amanda.

Please contact me at the email or phone numbers below if you wish to talk to me regarding the Clackamas County heritage tree program. At this time the program is not active. We saw a great many trees nominated during the first three years of the program and then the interest slowed down considerably. At the program's heightened activity we had an arborist that surveyed the trees nominated and he made his recommendations. We no longer have this expert available to validate if a tree technically qualifies as a significant specimen etc. The grove of trees you proposed to have included in the heritage tree program are not substantially significant in comparison to other groves located within the vicinity. You are welcome to contact me to discuss the program further.

I do want to highlight that the program was not established to protect the trees on the inventory. In order to protect a grove of trees on your property you can seek other and more legally effective means to preserve the trees on the property.

EXHIBIT 17  
 page 2 of 3

Until I hear from you I thank you for your interest in our Heritage Tree program. Here is the Clackamas County Heritage Trees link: <http://www.clackamas.us/planning/heritagetree.html>

Best Regards,

*Lorraine Gonzales, Senior Planner*

Clackamas County Planning & Zoning Division

150 Beaver Creek Rd,

Oregon City, OR 97045

(503) 742-4541

lorrainego@co.clackamas.or.us

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## Hughes, Jennifer

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**From:** Renhard, Darcy  
**Sent:** Wednesday, March 07, 2018 10:26 AM  
**To:** Hughes, Jennifer  
**Subject:** FW: Testimony for Planning Commission 3/12/18  
**Attachments:** CC RR Planning Commission Ltr.pdf; ATT00001.htm

**Importance:** High

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**From:** Steven Graeper [mailto:rhodycpo@comcast.net]  
**Sent:** Wednesday, March 7, 2018 10:21 AM  
**To:** Renhard, Darcy <DRenhard@co.clackamas.or.us>  
**Cc:** BCCMail <BCCMail@co.clackamas.or.us>; BCCMail <BCCMail@co.clackamas.or.us>; Bernard, Jim <JBernard@co.clackamas.or.us>; Humberston, Kenneth <KHumberston@co.clackamas.or.us>; Fischer, Sonya <SonyaFischer@co.clackamas.or.us>; Savas, Paul <PSavas@co.clackamas.or.us>; Schrader, Martha <MSchrader@co.clackamas.or.us>; Krupp, Don <DKrupp@co.clackamas.or.us>; McCallister, Mike <MikeM@co.clackamas.or.us>; Buehrig, Karen <KarenB@co.clackamas.or.us>  
**Subject:** Testimony for Planning Commission 3/12/18  
**Importance:** High

Dear Ms. Renhard,

Attached is a letter from the Rhododendron CPO requesting that the Planning Commission seriously consider adding the **Rhododendron Village Center and Community Visioning Plan** to the 2018-2019 Department of Transportation and Development Long Range work program.

I am also copying the BCC as I would also like this letter to be added to the, yet to be scheduled, BCC Policy Session packet where the BCC will adopt the Planning Commission recommendations. Since, as I understand, there will be no BCC Business meeting where public testimony would be heard, this is the only way for our plea to be added to the both the Planning Commission hearings and the BCC Policy session.

If you could, I would appreciate a simple response from you assuring me this letter has been received and made a part of the Planning Commission packet for the March 12, 2018, Planning Commission meeting.

Respectfully,

*Steven Graeper*

Steven G. Graeper, President

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EXHIBIT 18  
page 103

Clackamas Planning Commission  
c/o Darcy Renhard [drenhard@clackamas.us](mailto:drenhard@clackamas.us)  
Development Services Building  
150 Beaver Creek Road  
Oregon City, OR 97045

March 5, 2018

Dear Commissioners,

On behalf of the Rhododendron Community Planning Organization (RCPO) I strongly urge you to reconsider the DTD staff recommendation and include the RCPO request to add the **Rhododendron Village Center and Community Visioning Plan** to the 2018-2019 Long Range Work program.

In November of 2016, I testified before you in support of the DTD staff recommending the adoption of **The Villages at Mt. Hood Pedestrian and Bikeways Implementation Plan**. I applaud the Planning Commission for approving that plan and moving it forward to the BCC. When I testified before you, many of you were painfully aware of the safety deficiencies in the community of Rhododendron and the dangers that Hwy. 26 running through the middle of town impose.

Many of the recommendations contained in **The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan** not only included improving the safety for pedestrians and bikers in Rhododendron, but calming traffic in the area as well.

On December 7, 2016, the BCC unanimously approved **The Villages Pedestrian and Bikeways Implementation Plan**, which they amended by increasing the prioritization of Rhododendron projects from low to high priority. The Commissioners are also painfully aware of the safety issues facing Rhododendron and expressed those concerns when approving the plan.

As a result of BCC approving **The Villages of Mt. Hood Pedestrian and Bikeways Implementation Plan**, the RCPO set in motion a plan to revitalize Rhododendron's core and implement some of the recommendations outlined in the Bike/Ped plan.

The RCPO initially met with business and property owners in Rhododendron that front Hwy. 26. There were 29 citizens at that meeting and the idea of implementing a plan to improve Rhododendron met with unanimous support. They even initiated a fund raising campaign affectionately called, "Rhody Rising", which to date is only \$2,100 short of the \$10,000 goal, with the average donation being \$135.00. After that initial meeting the RCPO established a sub-committee to investigate what the community's needs, wants, and desires are and began the initial planning stages for implementation.

With the limited funds we have received, the committee has engaged and paid for (as well as received partial pro-bono services from) the professional planning services of an experienced community and urban planner/designer to assist with the early conceptual designs.

The RCPO has also met with area stakeholders to strategize what processes need to be followed to work within the system to insure the proper channels are being followed. At that stakeholder meeting were representatives from ODOT, Mt. Hood Area Chamber of Commerce, US National Forest, the RCPO, and Clackamas County Transportation Alliance. Unfortunately, Clackamas County was absent from that meeting. When asked why, it was pointed out that in order for Clackamas County to devote any resources to planning projects like this, the project first needed to be placed on the DTD Long Range Planning Work program.

It is to that end that the RCPO asks that the **Rhododendron Village Center and Community Visioning Plan** be added to the DTD Long Range Work program.

Our overall ask is that Clackamas County assist the community of Rhododendron develop a comprehensive "Community Plan". A "Community Plan: that can be implemented in stages as funding and support dictates,

EXHIBIT 18  
page 2 of 3

This comprehensive "Community Plan" would include updating the language in the Clackamas County Comprehensive Plan: Specifically Chapter 10.1 - Mt. Hood Community Plan, §2 – Rhododendron. The "Community Plan" should provide for, but not be limited to the following:

- An updated definition for the Community of Rhododendron in compliance with OAR Code 660 §22
- Streetscape Design for Hwy 26 through Rhododendron, including:
  - Access management
  - Speed control
  - Feasibility and design of at grade crossing(s)
  - Pedestrian/Bike safety
  - Gateway/Community Identification
  - Streetscape furnishings and fixtures-types and general placements
- Overall Transportation needs, including:
  - Design details of projects listed in *The Villages of Mt. Hood Pedestrian and Bikeway Implementation Plan*
  - Mt. Hood Transit Alliance Transit needs and Bus Stop design
- Land Use and Zoning review
  - Review current zoning
  - Identifying possible areas or properties for highest and best use
  - Is zoning correct for any future planned or unplanned land use
- Parks and Recreation needs
  - Look at possibilities of developing or designating open space/park in Rhododendron
  - Possibly a park or Transit Stop at the North End of pedestrian bridge in Rhododendron

To date the CPO subcommittee has already hosted three business and community input meetings that have generated a plethora of great concepts and ideas. The energy and enthusiasm generated by "Rhody Rising" has brought to the forefront the community's desire to solve some very specific, and in some cases, safety driven needs.

Although we have engaged an experienced design/planning professional, as a group of volunteer citizens we do not have the expertise, training or the financial wherewithal to develop a plan on our own. We do not know the nuances of navigating through the bureaucracy that is county planning and zoning. We don't know the various departments or the people and questions to ask. We are simply asking that Clackamas County provide the necessary funding to assist us with the clarity and expertise to take this important next step in moving toward a community plan and ultimately some of the improvements called for in *The Villages of Mt. Hood Pedestrian and Bikeway Implementation Plan*.

We have been told we need Clackamas County's support in order to make Rhododendron safer for Bikers, Hikers, Pedestrians and Traffic. We have been told that any grant funding requests need to be requested by the county and that the CPO does not qualify as a county entity. We have been told that in order for Clackamas County to devote any staff time to our effort we need to be on the work plan.

We are not asking for a lot. We would simply like Clackamas County to be present at various key meetings as the community struggles to develop a plan to implement some of the recommendations made in *The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan*.

Sincerely,

*Steven Graeper*

Steve Graeper, President  
Rhododendron CPO

EXHIBIT 18  
Page 303

**Hughes, Jennifer**

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**From:** Still Creek Inn <stillcreekinn@frontier.com>  
**Sent:** Thursday, March 08, 2018 1:56 PM  
**To:** Hughes, Jennifer  
**Cc:** StevenJudi Graeper  
**Subject:** Monday March 12 Meeting  
**Attachments:** rhody rising 2018 DTE.docx; 13903404\_10154981122744119\_4200462730839259506\_n.jpg

Hi Jennifer,  
Attached is a letter for your board meeting in response to your decision for 2018-2019 project denials

Thanks  
Brigette Romeo  
Owner Still Creek Inn & Lounge  
Rhododendron

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Spam  
Not spam  
Forget previous vote

EXHIBIT 19  
Page 1 of 3

To: DTE

From: Brigette Romeo Resident Of Brightwood & Business Owner Still Creek Inn & Lounge  
Rhododendron

To: Jennifer Hughs Senior Planner

I'm writing this letter in response to your denial of the proposed Rhododendron Village Center  
Community Visioning Plan & Street Scape Design For Us 26.

I have lived in this area for 33 plus years and owned 2 business's one at the Mt Hood Rv Park & the one I currently own right on the main street of Rhododendron 73365 E Hwy 26, I have been here 13 years and have seen a lot on the highway, including the time that a traveler hit my business sign back in 2008 from traveling to fast thru our small corridor it took 6 months to rebuild that mess. The speed and flow of traffic thru our community needs to be addressed seriously not just put on the back burner once again. Hwy 26 is really a freeway of speeding truckers, tourists, and locals, the average speed is 60, if you did not know the speed limit is 40 which does no good to post, since we have very little enforcement of the speed limit. Our residents endanger their lives every day just walking to the post office. We need a safer place to live & work & recreate. You are welcome to come to my business and watch the show any day I will buy your coffee.

I have also sat on many committees & boards up here over the years, The Main street program that was brought to our community was the best choice for our area but due to lack of participation from the businesses and residents it went no where. Were an unincorporated area without proper representation to the county since our Villages @ Board was dismantled by the county in 2015. Now we have the Rhody Rising Committee whom are trying their best to make our small village be successfully revitalized to improve our economic growth & safety of our residents and guests . Without help from your department we will never be able to attain our goals for grants, funding from the county or anywhere else. So I am asking that you re visit our proposal for Rhododendron so we can move forward in attaining our vision for the future of all residents & businesses. I'm unable to attend the meeting I hope this letter will help in your decision .

Please feel free to call or e-mail to discuss anything.

[stillcreekinn@frontier.com](mailto:stillcreekinn@frontier.com)

503-622-4618

Brigette Romeo

3/8/2018

EXHIBIT 19  
page 2 of 3



EXHIBIT 19  
page 3 of 3

## Hughes, Jennifer

---

**From:** Sara Pool <saralpool@gmail.com>  
**Sent:** Thursday, March 08, 2018 4:01 PM  
**To:** Hughes, Jennifer  
**Subject:** March 12  
**Attachments:** Clackamas County Work Plan Letter.pdf

Clackamas County Commissioners  
2051 Kaen Rd  
Oregon City, OR 97045  
503-655-8581  
[bcc@clackamas.us](mailto:bcc@clackamas.us)

3/8/2018

Dear County Commissioners,

I am a resident of Rhododendron, OR and I am writing to express my dismay over being left off the County Work Plan.

I have attended multiple meetings and events that have been very well attended over the last year. After a year of citizen action and work, we have raised almost \$10,000 from individuals around the community.

We are a vibrant City whose Community Bike and Transportation plan has already been adopted by the County. Currently, Rhododendron is attempting to be proactive in implementing said plan and other further transit plans.

The Trips Per Day have increased through the corridor along Hwy 26 in Rhododendron, and increased traffic on the weekends and during ski season necessitates proactivity for pedestrians and bikers alike.

We cannot move forward with our Comprehensive planning without being involved in the County Work Plan. There is seemingly no reason as to why our project is being delayed by the County or why there is such a lack of support from the Planning Organization/Commissioners.

I would like to urge you to reconsider adding the Rhododendron request to be added on the work plan.

Sincerely,

Sara Pool  
505-462-5386

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[Not spam](#)

[Forget previous vote](#)

EXHIBIT 20  
page 1 of 2

Clackamas County Commissioners  
2051 Kaen Rd  
Oregon City, OR 97045  
503-655-8581  
[bcc@clackamas.us](mailto:bcc@clackamas.us)

3/8/2018

Dear County Commissioners,

I am a resident of Rhododendron, OR and I am writing to express my dismay over being left off the County Work Plan.

I have attended multiple meetings and events that have been very well attended over the last year. After a year of citizen action and work, we have raised almost \$10,000 from individuals around the community.

We are a vibrant City whose Community Bike and Transportation plan has already been adopted by the County. Currently, Rhododendron is attempting to be proactive in implementing said plan and other further transit plans.

The Trips Per Day have increased through the corridor along Hwy 26 in Rhododendron, and increased traffic on the weekends and during ski season necessitates proactivity for pedestrians and bikers alike.

We cannot move forward with our Comprehensive planning without being involved in the County Work Plan. There is seemingly no reason as to why our project is being delayed by the County or why there is such a lack of support from the Planning Organization/Commissioners.

I would like to urge you to reconsider adding the Rhododendron request to be added on the work plan.

Sincerely,

Sara Pool  
505-462-5386

EXHIBIT 20  
page 2 of 2



**Hughes, Jennifer**

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**From:** Kyle Hardin <krhardin90@gmail.com>  
**Sent:** Friday, March 09, 2018 11:50 AM  
**To:** Hughes, Jennifer  
**Subject:** Rhododendron left off work plan...

3/8/2018

Dear County Commissioners,

I am a resident of Rhododendron, OR and I am writing to express my dismay over being left off the County Work Plan.

I have attended multiple meetings and events that have been very well attended over the last year. After a year of citizen action and work, we have raised almost \$10,000 from individuals around the community to support working towards a safer, more economically viable city.

We are a vibrant City whose Community Bike and Transportation plan has already been adopted by the County.

On December 7, 2016, the BCC unanimously approved The Villages Pedestrian and Bikeways Implementation Plan, which they amended by increasing the prioritization of Rhododendron projects from low to high priority. The Commissioners were also painfully aware of the safety issues facing Rhododendron and expressed those concerns when approving the plan.

As a result of The Villages of Mt. Hood Pedestrian and Bikeways Implementation Plan, the RCPO set in motion a plan to revitalize Rhododendron's core and implement some of the recommendations outlined in the Bike/Ped plan.

Currently, Rhododendron is attempting to be proactive in implementing said plan and other further transit plans. Recommendations contained in existing Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan not only included improving the safety for pedestrians and bikers in Rhododendron, but calming traffic in the area.

The Trips Per Day have increased through the corridor along Hwy 26 in Rhododendron, and increased traffic on the weekends and during ski season necessitates proactivity for pedestrians and bikers alike.

We are told we need Clackamas County's support in order to make Rhododendron safer for Bikers, Hikers, Pedestrians and Traffic. We are told that any grant funding requests need to be requested by the county and that the CPO does not qualify as a county entity. We are told that in order for Clackamas County to devote any staff time to our effort we need to be on the work plan.

We cannot move forward with our Comprehensive planning without being involved in the County Work Plan. There is seemingly no reason as to why our project is being delayed by the County or why there is such a lack of support from the Planning Organization/Commissioners.

I would like to urge you to reconsider adding the Rhododendron request to be added on the work plan.

Sincerely,

Kyle Hardin

EXHIBIT 21

## Hughes, Jennifer

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**From:** Marti Bowne <martibowne@gmail.com>  
**Sent:** Saturday, March 10, 2018 5:29 PM  
**To:** Hughes, Jennifer  
**Cc:** BCCMail

March 10, 2018

Jennifer Hughes, Senior Planner  
Clackamas County  
Email: [jenniferh@clackamas.us](mailto:jenniferh@clackamas.us)

Thank you for the opportunity to comment on the long-range planning for 2018-19 fiscal year.

As a resident, and Real Estate Broker in the mountain community, I am distressed to see the "Rhododendron Village Center and Community Visioning Plan" not recommended for 2018-19 fiscal year, with the comment, "no time in 2018-19."

How much longer must East County wait for traffic safety?

We are constantly bombarded by fast-moving vehicles, semi-trucks, busses, log trucks, and so on. It's horrible up here. Through Brightwood, Welches, and Zigzag, the speed limit is 45mph. In Rhododendron, it's 40mph. These are residential areas, and zoned as such, with houses on both sides of Highway 26. Yet, traffic goes 60-80mph on a consistent basis.

Good heavens, why do we have wait another minute, none-the-less who knows how many years for this problem to be addressed?

How would you feel with vehicles going 60-80mph through your neighborhood? You'd be darn sure it was addressed, and resolved.

The Rhody Village plan is trying to do that. However, the County feels it's not important, "no time in 2018-19."

Please, do find some time to just come up here, sit on a Saturday morning, or Sunday afternoon, and observe. It's a friggin' freeway.

Please do contact me - if you can find time - to talk with me regarding this issue.

Thank you,

Marti Bowne  
PO Box 685  
Welches, OR  
[martibowne@gmail.com](mailto:martibowne@gmail.com)  
503-516-4494

cc: Jim Bernard, Chair, Board of Commissioners

EXHIBIT 22

## Hughes, Jennifer

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**From:** Renhard, Darcy  
**Sent:** Monday, March 12, 2018 11:11 AM  
**To:** Hughes, Jennifer  
**Subject:** FW: Letter testimony to be added to staff report to commission, regarding Rhododendron  
**Attachments:** Rhododendron Seder Testimony letter to Clackamas County 3-12-18.pdf

**From:** Mark Seder [mailto:markstudiopdx@gmail.com]  
**Sent:** Monday, March 12, 2018 8:17 AM  
**To:** Renhard, Darcy <DRenhard@co.clackamas.or.us>; BCCMail <BCCMail@co.clackamas.or.us>  
**Subject:** Letter testimony to be added to staff report to commission, regarding Rhododendron

Greetings Darcy and Commissioners;

My firm and I would like to add the attached letter, to the official testimony and staff report to the Clackamas County Commission, which occurs this afternoon.

This letter testimony is again asking the Commission to re-consider and add the Rhododendron Village Center and Community Visioning Plan back into the County 2018-2019 Long Range Work Plan.

Thank you.

Mark A. Seder AIA, LEED ap

Seder Architecture + Urban Design LLC  
3219 NE Thompson Street  
Portland, Oregon 97212  
503.209.5596  
[markstudiopdx@gmail.com](mailto:markstudiopdx@gmail.com)

*"Working with our Communities to achieve Bright and Sustainable Futures."*

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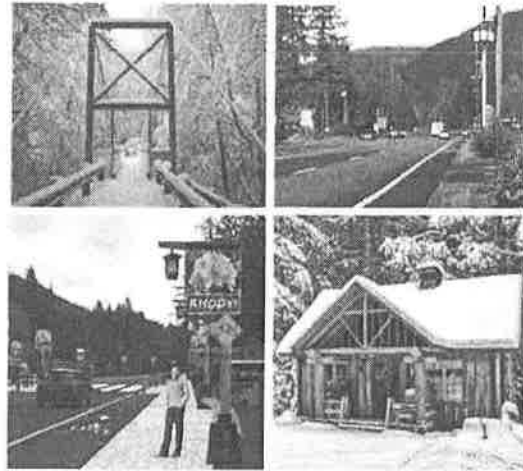
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EXHIBIT 23  
Page 1 of 2

March 12, 2018

Clackamas Planning Commission  
c/o Darcy Renhard drenhard@clackamas.us  
Development Services Building  
150 Beaver Creek Road  
Oregon City, OR 97045

Dear Commissioners;



I want to add my voice to the request of the Rhododendron CPO and many others, urging the County to re-consider the DTD staff recommendation and indeed, to add the **Rhododendron Village Center and Community Visioning Plan** to the **County 2018-2019 Long Range Work Program**. I ask this as a professional urban designer/planner who has worked in 58 different Oregon cities, from my current involvement in this manner in Rhododendron and lastly, as a native Oregonian with a love of our state and the communities that give it strength and character.

From all three of these perspectives, I can say that the above **Visioning Plan** could not be more needed nor potentially more effective, than at this time!

- Rhododendron is a community challenged by the safety, connectivity issues and environmental impacts of a major highway passing thru...a highway that is also the main street yet has no real controls, calming, nor crossings nor adequately defined accesses.
- At the same time, the community desires and has generated considerable energy and grassroots funding (adopting the moniker "Rhody Rising") toward further development and change, to capture more economy and also to re-capture some of the ambiance and amenity of Historic Rhododendron days gone by.
- Further, there are several active Rhododendron businesses and owners who plan to and indeed are growing and developing in Rhododendron. These businesses help foster an increased economy. Yet at the same time by their very nature their increased activity adds a further challenge to highway safety and connectivity.
- The above factors make Rhododendron a community now needing the acknowledgement and support of Clackamas County to continue to build on these efforts and goals, while at the same time alleviating the safety, connectivity, access and environmental challenges of the highway.

For these reasons, I urge you to reconsider and to add a **Rhododendron Village Center and Community Visioning Plan** to the County Work Plan, as outlined so well by Rhododendron CPO President Steve Graeper in his letter of March 5, 2018 to you. Your support will help continue the unique "Rhody Rising" movement to a prosperous and safer future for one of Oregon's iconic and historic communities.

Sincerely and hopefully,

Seder Architecture + Urban Design LLC

Mark A. Seder RA, LEED ap

EXHIBIT 23  
Page 2 of 2

*Dewey* deweyfarms • Follow

deweyfarms Some new drone shots from  
#deweyfarms . #portland #oregon  
#oregonmade #cannabis  
#cannabiscommunity #marijuana  
#indoorgrow #growspace #drone  
soupstony yuuuup good content. like

mrs\_malicious 🤩🤩 TGIF guys!

jacktothebarbarian Building at 1.21  
Giggawatts !!! The future is here!!!!

choicenug putting in work!

offdarips420 Are there still spots available?

deweyfarms @offdarips420 yes we have a few  
offdarips420 Great 👍 Can you please email  
me the info I sent a dm with my email

d\_holla31 On to the next one!



105 likes

MARCH 16

Log in to like or comment.

Exhibit 24 \*\*\*

Page 1 of 5



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Exhibit 24

Page 2 of 5

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105 likes

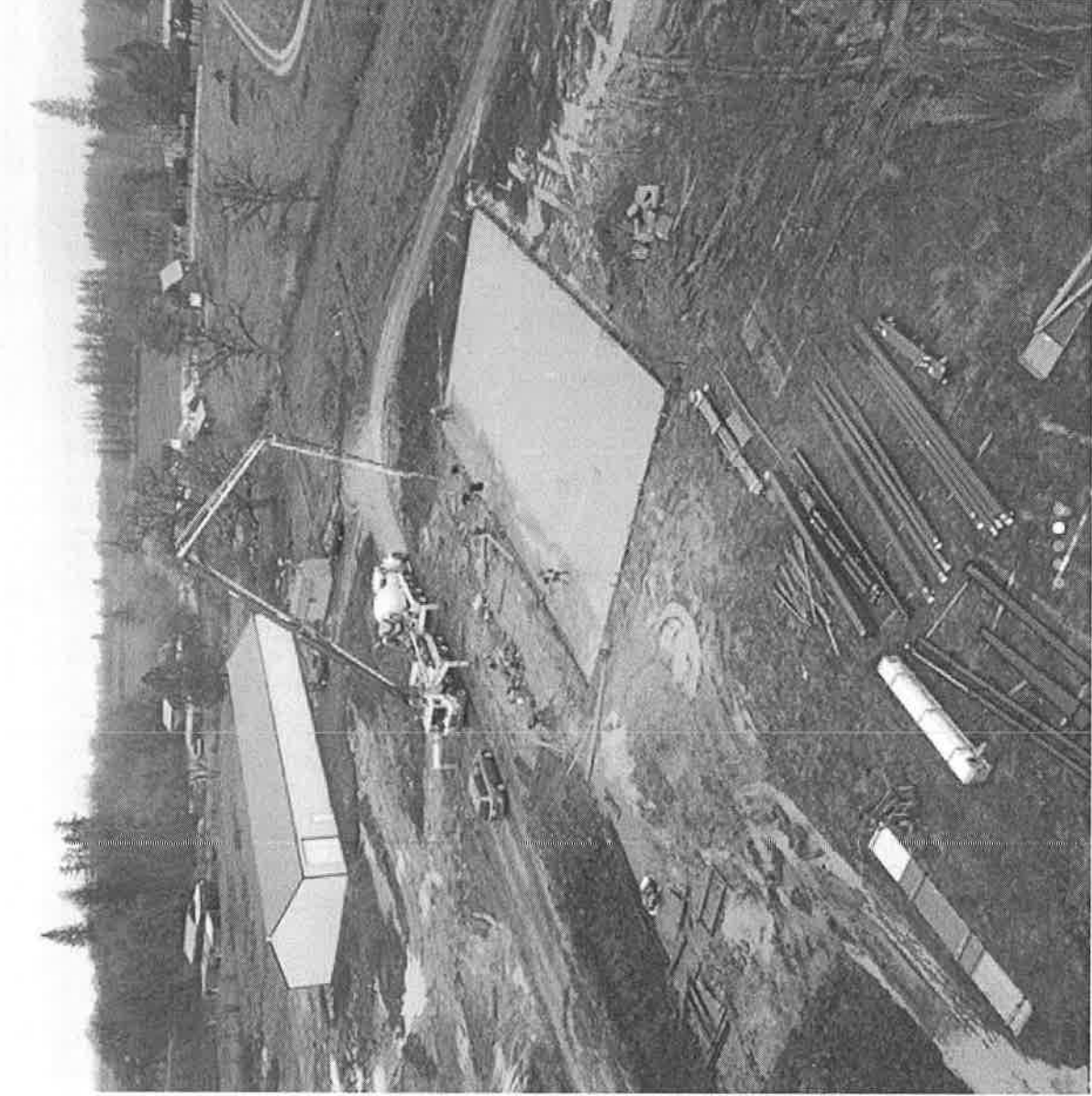
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105 likes

MARCH 16

Log in to like or comment.

## Buehrig, Karen

---

**From:** Steven Graeper <rhodycpo@comcast.net>  
**Sent:** Thursday, March 22, 2018 4:14 PM  
**To:** Buehrig, Karen  
**Cc:** McCallister, Mike; Hughes, Jennifer; Gonzales, Lorraine; Humberston, Kenneth  
**Subject:** Re: PC Memo regarding Rhody March 19  
**Attachments:** PC Memo regarding Rhody March 19.docx; ATT00001.htm

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Karen,

In answer to the last question in your attached email, YES, you will most definitely see me Monday night at the held over Planning Commission meeting.

In response to the memo being added to the Planning Commission packet...

I'm not a planner, so I am not well versed in "Planning Speak". I don't know the proper protocols to follow, nor is there a "Procedures Manual" for citizens to follow in order to navigate through some very confusing county bureaucracy. What I do know is that the community of Rhododendron is ready to enter the next phase of planning for safety improvements in Rhododendron. What I also know, is that as a volunteer community leader and community member, and someone who is not well versed in planning protocol at the county level, I am desperately trying to work within a very confusing system and only know what I am being told by county and other officials.

Early in our effort the Rhododendron CPO and Rhody Rising subcommittee realized that some funding would be needed to begin the planning process in order to plan for and accomplish our goals. We have come within \$1250 of our \$10,000 Fund Raising Goal in a Grass Roots effort to help fund the early stages of planning. In our eyes, that's a huge accomplishment. The community is behind us, which is witnessed by the average contribution being only \$135.00. We have also attempted to get funds by applying to the ODOT TGM Grant program, but we were turned down because we were not a "Governmental Entity". We then asked, "How do we become a part of a Governmental Entity?"

On April 24, 2017, the Rhody Rising committee held a Strategic Planning meeting to help us determine the steps necessary. ALL major stakeholders were invited; ODOT, US National Forest, Mt. Hood Transportation Alliance, and Clackamas County. All attended, with the exception of Clackamas County. We were told at that Strategic Planning meeting, by Gail Curtis, Sr. Planner for ODOT, and a major participant in *The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan* that we could not move forward without Clackamas County's support. We again asked, "How do we gain that support?" We were told that the only way to gain county support and become a part of a "Governmental Entity" is to be placed on the county work program.

In subsequent meetings with Lori Mastrantonio-Musser and her replacement Scott Hoelscher, County Planning, Rick Gruen, County Parks, Catherine Grubowski-Johnson, County Business and Economic Development, and other county personnel, to a person we were always being told we needed to be on the county work program. And again we asked, "How do we do that?"

It wasn't until Loraine Gonzales' request to submit projects for the 2018-19 Work Program that Clackamas County Planning has even acknowledged that they knew anything about the Rhody Rising effort. We have asked numerous times for Clackamas County's support in our effort, but have been told that CC cannot devote any portion of an FTE to our effort, because we are not on the work plan. So, we submitted a request to be on the 2018-19 Work plan.

After submission of the request, DTD wanted clarification of what we were asking. We thought we clarified our request. Then, prior to the March 12 Planning Commission meeting, we were being told, again in "Planning Speak" that the Rhododendron CPO/Rhody Rising submittal to be added to the 2018-19 DTD Long Range Planning Work Program is not being recommended.

Then, during and after the March 12 Planning Commission meeting it was pointed out that the Rhody Rising effort didn't necessarily need to be on the work program to move forward.

And now, we're being told that county planning staff is supporting, **"a project on the work program focused on coordinating with ODOT, the TGM Quick Response program, and the Rhododendron CPO to determine if a project can be developed to address ODOT design concerns regarding the crossing of Hwy. 26 and the implementation of sidewalks through Rhododendron."**

Do you have any idea how confusing all this is?

Your email of this afternoon was the first time we've heard of the TGM Quick Response program. The TGM QR is very interesting! However, I read that in order to be considered for the TGM QR, the project, **"must be sponsored by a governmental entity"**. The Rhody Rising committee previously applied for TGM grant funds and, as I mentioned earlier, we were turned down because we are not a "Governmental Entity".

All we are asking for is some help and guidance from the county to help us design a plan for improving the safety of our community for pedestrians and bikers in accordance to the already approved ***Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan***. We need the county's help to establish a community identity that encourages economic development by the private sector. We need the county's help in working with ODOT to mitigate traffic safety and speed concerns in Rhododendron and improve business ingress and egress. We need the county's help to establish safer transit stops for both the Mt. Hood Express and the Bend Breeze. We need to be acknowledged and supported by the county, so we can apply for and hopefully attain some necessary grant funding to assist with this planning process.

If these requests don't fall under the DTD Transportation and Development Long Range work program, then where do they fall?

In my novice opinion, I believe the memo to which you refer is going to be sufficient for us to at least continue the planning process. But, will this be viewed as support by a governmental agency if we go after a TGM Grant again or is this merely a project to determine if support is warranted?

I apologize if this sounds like a rant. It certainly is not meant to be. What I hope it describes are the feelings of frustration that the average volunteer citizen witnesses when trying to do the right things for their community.

Very sincerely,

Steve

Steven G. Graeper, President

Rhododendron CPO  
P.O. Box 33  
Rhododendron, OR 97049  
[rhodycpo@comcast.net](mailto:rhodycpo@comcast.net)  
503-939-5220

*Only through participation can we effect change*

On Mar 22, 2018, at 11:48 AM, Buehrig, Karen <[KarenB@co.clackamas.or.us](mailto:KarenB@co.clackamas.or.us)> wrote:

Steve-

Attached is a memo we are including with the Planning Commission packet for Monday's Planning Commission meeting.

In the memo, we let the Planning Commission know that staff does support a project on the work program focused on coordinating with ODOT, the TGM Quick Response program and the Rhododendron CPO to determine if a project can be developed to address ODOT design concerns regarding the crossing of Hwy 26 and the implementation of sidewalks through Rhododendron.

Here is a link to more information about the TGM Quick Response program

<http://www.oregon.gov/lcd/tgm/Pages/quickresponse.aspx>

In my initial conversations with Ali Turiel, she had some reservations because there isn't funding identified for a full capital project, but she did say that there may be a good connection with the Mt Hood Express and the need to improve their transit stop and facilities. Identifying funding for the transit stop improvements is more likely to occur in the near term than a full sidewalk implementation project. Anyway, while getting a project through the TGM Quick Response isn't guaranteed, they also haven't totally closed the door. It is an opportunity to tease out a few of the key design concerns raised by ODOT during the Villages at Mt Hood Pedestrian and Bikeway Implementation plan project. Here is a link to ODOT's specific concerns.

[http://www.clackamas.us/engineering/documents/villageplan\\_app3.pdf](http://www.clackamas.us/engineering/documents/villageplan_app3.pdf)

Let me know if you have any questions. Will I see you Monday night?

Karen

*Karen Buehrig*

*Transportation Planning Supervisor*

Clackamas County

150 Beaver Creek Road

Oregon City, OR 97045

503-742-4683 [karenb@clackamas.us](mailto:karenb@clackamas.us)



MIKE McCALLISTER  
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

March 19, 2018

To: Planning Commission  
From: Mike McCallister, Planning Director  
Karen Buehrig, Transportation Planning Manager

RE: 2018-2019 Work Program / Rhododendron Planning and Transportation Update

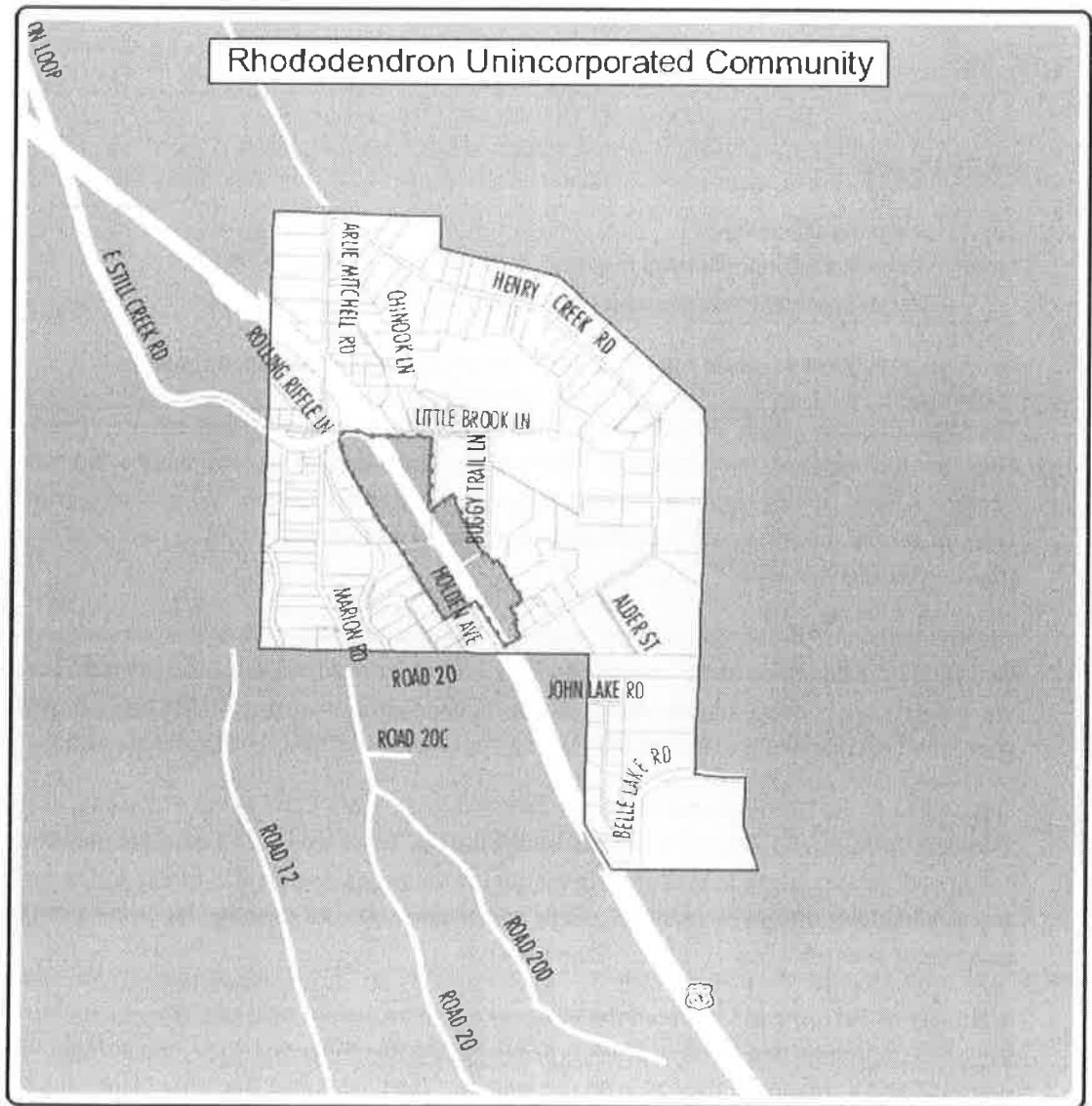
The Rhododendron area is identified as an "Unincorporated Community" in the Comprehensive Plan. There are four types of Unincorporated Communities. Rhododendron is considered a "Rural Service Center." A Rural Service Center is one type of Unincorporated Community "... consisting primarily of commercial and industrial uses providing goods and services to the surrounding rural area or persons traveling through the area. "

The Rhododendron Unincorporated Community is identified on Map 4-7b of the Comprehensive Plan. All land within the boundary of this community are zoned Rural Tourist Commercial (RTC). The area immediately surrounding the boundaries of the Rhododendron Unincorporated Community Boundary area zoned Recreational Residential (RR), with a 2 acre minimum lot size. See attached zoning map.

Section 513 of the ZDO implements the RTC zoning district. Table 513-1 in the RTC zoning district identifies the land uses allowed in the RTC zoning district. There are over 65 different permitted, conditional and accessory uses allowed in the zone, including governmental, hotels and resort accommodations, offices, recreational, public and private parks, RV camping, retail and a variety of commercial services.

In January of 2017, the BCC adopted the Villages Pedestrian and Bikeway Implementation Plan. This plan identified pedestrian and bikeway projects needed in the Rhododendron area, and includes the need for sidewalks and a crossing of Hwy 26 in Rhododendron. The typical next step after identifying a needed project is to match it with funding in order to be able to construct the improvement. In Appendix 3 of the Village at Mt Hood Pedestrian and Bikeway Plan, ODOT outlines the additional analysis that will need to occur during the implementation to be able to develop the appropriate treatments for Hwy 26.

Since the last Planning Commission meeting on March 12th, 2017, staff has been in contact with the DLCD-ODOT Transportation and Growth Management program. While the request from the Rhododendron CPO may not be appropriate for their larger grant program, it may be a match with their Quick Response program or their Outreach and Education program. Staff would support a project on the work program to coordinate with ODOT, the TGM Quick Response program and the Rhododendron CPO to continue these conversations to see if a project can be developed to address ODOT design concerns regarding the crossing of Hwy 26 and the implementation of sidewalks through Rhododendron.



Inset of Clackamas County Comprehensive Plan Map 4-7b: Mt. Hood Corridor Land Use Plan



# Clackamas County Heritage Tree Program Revitalization

Assembled by Amanda M. Gresen  
25 March 2018

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## TABLE OF CONTENTS

CLACKAMAS COUNTY HERITAGE TREE PROGRAM REVITALIZATION REVIEW	
Why is the Heritage Tree program an asset to Clackamas County.....	3
Current Status of Clackamas County Heritage Tree Program.....	3
Summary of this study .....	3
Proposed Adjustments to Heritage Tree Program and Zoning Codes.....	4
REFERENCES	
Clackamas County Heritage Tree Documents	
Clackamas County Heritage Tree Program Description .....	6
City of Portland Heritage Tree Documents	
What is a Heritage Tree? .....	7
History of the Heritage Tree Program.....	7
Can I prune or remove a Heritage Tree?.....	8
Heritage Tree Committee (volunteer position) .....	8
Protecting Trees During Construction & Tree Preservation Inspections .....	10
Heritage Trees & Development .....	10
Prescriptive Path .....	10
Performance Path .....	11
Appendix A - Clackamas County - Heritage Tree Inventory	
Appendix B - City of Portland - Heritage Tree Committee	
Appendix C - City of Portland - Heritage Trees & Development - Prescriptive Path	
Appendix D - Portland Metropolitan Urban Growth Boundary Map	
Appendix E - City of Portland - Title 11 Trees	
Appendix F - Building Permit Application Checklist for Commercial & Residential Projects	
Appendix G - City of Portland - Arborist Report Guidelines	
Appendix H - Clackamas County - Zoning Section 1002 – Protection of Natural Features	
Appendix I - City of Portland – Zoning Chapter 33.630 Tree Preservation Code	

# Clackamas County

## Heritage Tree Program Revitalization

Why is the Heritage Tree program an asset to Clackamas County

Clackamas County is located within the Portland Metropolitan Urban Growth Boundary and will undoubtedly be impacted by the growth that the City of Portland itself is experiencing. It may be wise to consider adopting a comparable Heritage Tree strategy to preserve and protect the distinct natural landmarks and historical elements that this beautiful County contains and embrace these landmarks as priceless elements that should be enjoyed for generations to come.

Recognizing that Clackamas County is a large and diverse county, it is suggested that these actions be limited to the sectors of Clackamas County that are located within the Portland Metropolitan Urban Growth Boundary to ensure this program is manageable for County staffing. (see Appendix D for Urban Growth Boundary Map)

As a volunteer on the Clackamas County Historic Review Board, we have documentation of violations where trees identified as Historic Landmarks have been removed without documentation explaining why they were removed. The Heritage Tree program can become a layer of protection for our natural history.

Current Status of Clackamas County Heritage Tree Program

As conveyed by County Officials, the current Heritage Tree Program is viewed as a "feel good" program that provides no direct protection to the trees currently on the list. The program is no longer allowing any additional trees to be added and there is no longer an arborist on hand to assist with identifying trees or reviewing the current health of trees on the list.

Summary of this study

This brief study analyzed existing urban areas and how they currently address their Heritage Tree Programs. It provides a gathering of the content that Clackamas County and the City of Portland have accessible to the public. See the "References" section below for detailed content pertaining to each location. The items indented and italicized are items that could be adopted by Clackamas County, but not limiting to the additional content that is included in this document.

## Proposed Adjustments to Heritage Tree Program and Zoning Codes

This is a list of those items that were identified below in the references and appendices section and could be considered for adoption by Clackamas County for the Heritage Tree Program and the other aspects of the zoning code that could further support this program and provide additional validity to the Heritage Tree Program:

1. Provide direct protection for trees by indicating it is unlawful to remove Heritage Trees once they are identified and established (see City of Portland Heritage Tree Program section).
2. Establish a Clackamas County Heritage Tree Volunteer Committee. It would be advisable to, at a minimum, require at least one arborist or forestry staff on the committee. This could be managed by the County Forester or other county staff with comparable knowledge. (See City of Portland Heritage Tree Volunteer Committee section)
3. Integrate Heritage Tree Program protection language into Clackamas County Zoning and Development Ordinance, Section 1002 – Protection of Natural Features (See Appendix H)

Example - City of Portland Chapter 33.630 – Tree Preservation (see Appendix I)

*Heritage Trees located on the land division site may be counted toward meeting preservation standards. Heritage Trees must be preserved unless removal has been approved by the Urban Forestry Commission.*

4. Protection of trees during construction and tree inspection. (see City of Portland Heritage Tree Program section)
5. Include language in Building Permit Application Checklist for Commercial and Residential projects to require identification of existing trees on site plans and identify trees that will be removed. This information should include the diameter of the tree trunk to allow knowledge of size of tree. It should also include root protection zones required during construction. (see City of Portland Heritage Tree Program section). Current residential and commercial checklists are included in Appendix F).

# References

*The information below is gathered directly from Websites and Zoning Documents at the websites below and their subset website. This is the exact quoted information for information purposes only. This is an effort to provide all information in one easy to access document to allow for ease of further analysis and review.*

County, C. (2018, March 20). *Clackamas County Planning & Zoning*. Retrieved from Heritage Trees: <http://www.clackamas.us/planning/heritagetree.html>

Portland, C. o. (2017, April 14). *Title 11 - Trees*. Retrieved from Title 11 - Trees: <https://www.portlandoregon.gov/trees/article/522374>

Portland, C. o. (2018, March 20). *Heritage Trees of Portland*. Retrieved from Parks & Recreation: <https://www.portlandoregon.gov/parks/40280>

# CLACKAMAS COUNTY – HERITAGE TREE

## Clackamas County Heritage Tree Program Description

Clackamas County Heritage Trees meet 1 or more of the following characteristics:

**Specimen:** a tree of exceptional size, form or rarity, or horticultural value

**Historic:** a tree of exceptional age, and/or associated with or contribution to an historic structure or district or with a noted person or historic event

**Landmark:** a tree that is a prominent identifying feature of a community

**Collection:** a group of trees in a notable grove, avenue or other planting

*(see Appendix A for inventory of heritage trees that was available on website)*

# CITY OF PORTLAND – HERITAGE TREE

What is a Heritage Tree?

Heritage Trees are trees that have been formally recognized by City Council for their unique size, age, historical or horticultural significance. Once accepted by Council, Heritage Trees are designated with a small plaque so they can be identified by the public and listed in the Heritage Tree database.

*"There are nearly 300 Heritage Trees throughout Portland, and new trees are added each year. Anyone can nominate a Heritage Tree! Heritage Trees are protected by City Code; once designated, no Heritage Tree can be removed without the consent of the Urban Forestry Commission and the Portland City Council.*

*No tree on private property can be designated without the consent of the property owner. This consent binds all successors, heirs, and assigns. The ordinance further states that it is unlawful for any person, without a prior written permit from the Forester, to remove, destroy, cut, prune, break or injure any Heritage Tree. No Heritage Tree can be removed without the consent of the Urban Forestry Commission and the Portland City Council." (Item 1)*

## History of the Heritage Tree Program

The Heritage Tree ordinance became part of the Portland City code on May 19, 1993, and the first Heritage Trees were designated in 1994. Previously, an ordinance allowed for Historic Landmark trees (trees #1 and #2 are in this category), and an ordinance provided for Historic Trees (trees #3, #4, #5, and #6 were so designated in 1993).

This ordinance calls for the City Forester to annually prepare a list of trees that - because of their age, size, type, historical association or horticultural value - are of special importance to the City. Upon recommendation of the Urban Forestry Commission, the City Council may designate a tree as a Heritage Tree provided the tree's health, aerial space, and open ground area for the root system have been certified as sufficient.

Can I prune or remove a Heritage Tree?

A permit from Urban Forestry is required before pruning, removing, inoculating, or doing any other tree work on a Heritage Tree, whether the tree is in the City right-of-way or on private property. Permits for tree work excluding tree removal are free and include a consultation by an Urban Forestry Tree Inspector.

*"A Heritage Tree can only be approved for removal if it is dead, dying, or dangerous. The Urban Forestry Commission and Portland City Council must formally decommission the tree before a permit can be issued for removal."*

Heritage Tree Committee (volunteer position)

Do you love trees? So do we! Come join us and help take care of Portland's biggest and best trees. We spend our days getting to know Portland's Heritage Trees, reviewing Heritage Tree nominations, and touring the city looking for the next amazing tree.

Thank you for your interest in the Heritage Tree Committee! If you are interested in joining the Heritage Tree Committee, please submit a committee interest form and email to [Parks.Heritagetree@portlandoregon.gov](mailto:Parks.Heritagetree@portlandoregon.gov).

(see Appendix B)

*About Portland Heritage Tree Program for Heritage Tree Committee*

The Heritage Tree Program recognizes and celebrates grand trees of Portland. Heritage Trees stand out among the urban forest for their outstanding size, age, historical, and horticultural significance. Once designated, a Heritage Tree enjoys the highest level of protection by City Code and cannot be removed without consent of the Urban Forestry Commission.

*"Each year the Heritage Tree Committee reviews nominations from across the City and makes recommendations to City Council. The program is managed by Portland Parks Urban Forestry and the Heritage Tree Committee, which consists of volunteers who love to look at, think, and talk about trees. The Heritage Tree Committee members work together to review nominations, monitor tree conditions, and talk to the public about Heritage Trees." (Item 2)*

*Benefits of serving on Heritage Tree Committee:*

- Spend time outdoors with Portland's most impressive trees
- Learn how to measure and assess trees
- Opportunity to review and vote in new Heritage Trees each year
- Learn about Portland's urban tree canopy

*Committee Membership includes:*

- Commitment to a two-year appointment
- Commitment to 60 hours of volunteer time per calendar year
- Attending meetings and field tours. Meetings are held, on average, every two months. Field tours occur approximately twice a year and occur on weekdays from 8 am – 3:30 pm.

*Committee Members spend their time:*

- Attending meetings and field tours
- Maintaining and writing meeting minutes, policies, and bylaws
- Assisting with updating tree measurements
- Evaluating nominated trees for fit into the program
- Becoming familiar with the 300 trees in the system by visiting trees independently and reviewing program materials
- Participating in educational events on Heritage Trees alongside Urban Forestry staff
- Responding to some public inquiries on the program



## Protecting Trees During Construction & Tree Preservation Inspections

Protecting trees during construction helps save both trees and property from potential damage. It is important to keep the crown, branches, and trunk clear from direct contact and injury by equipment, materials, or disturbances during construction. Tree protection measures should also preserve the roots and soil from compaction and disturbance. When steps are taken to protect trees on construction sites, the risk of damaging or destabilizing trees is reduced.

Two practical methods of tree protection are: Prescriptive Path and Performance Path. One of these methods should be implemented before any ground-disturbing activity. Whenever possible, hire a certified arborist to lead tree identification, evaluation, preservation, monitoring, and follow-up activities. Please see Arborist Report Guidelines for more information on situations where an arborist report is required. (see Appendix G)

*"Before any construction or tree protection activities begin, you must determine what trees or groves on the site will be preserved during construction. See Tree Requirements for Building Permits to determine what trees must be preserved or mitigated on your site." (Item 4)*

## Heritage Trees & Development

Heritage Trees must be protected during development. Work on or around any Heritage Tree requires the property owner or applicant to schedule an assessment meeting with the City Forester by calling 503-823-TREE (8733). For permit approval, Planning & Zoning needs to see the recommendations that Urban Forestry provides for the tree transferred on to the tree preservation plan. It is recommended to take a copy of the current plan to the onsite meeting with Urban Forestry. The onsite meeting should be scheduled early in the development application process.

### *Prescriptive Path*

(see Appendix C) **(Item 4, item 5)**

This method of tree protection establishes a root protection zone and blocks this zone from construction activities

## *Performance Path*

*When it is not practical to establish a root protection zone to the specifications of the Prescriptive Path method, you may use alternative measures to modify the root protection zone (Item 4, item5)*

When it is not practical to establish a root protection zone to the specifications of the Prescriptive Path method, you may use alternative measures to modify the root protection zone. When modifying the root protection zone in size or using alternative construction techniques, the following standards must be met:

1. The alternative root protection method must be prepared by an arborist who has visited the site and examined the tree's size, location, and extent of root cover, evaluated the tree's tolerance to construction impact based on its species and health, and identified any past impacts that have occurred within the root zone
2. The arborist must prepare a tree protection plan describing how the alternative method provides an adequate level of protection, based on the findings from the site visit described above. The arborist must sign the tree preservation and protection plan and include their contact information
3. After the arborist prepares the protection plan, mark the root protection zone with fencing and root protection zone signage stating that violations of the root protection zone will result in penalties
4. If the arborist is required to be on site during construction activity, make sure to sign a contract for those services. The contract should include a final report from the arborist documenting all inspections and verifying the viability of the trees after the construction phase

## CITY OF PORTLAND – TITLE 11

### *Title 11 - Trees*

(see Appendix E)

This City of Portland Zoning document is provided for reference regarding trees and the Heritage Tree Program.

Andrea Warnock  
Treasurer, Yorkfield Homeowner's Association  
1023 NW 2<sup>nd</sup> Ave.  
Canby, OR 97013

March 26, 2018

Clackamas County Planning Commission  
150 Beaver Creek Rd.  
Oregon City, OR 97045

RE: Arndt Road Extension Goal Exception

Dear Clackamas County Planning Commission:

On behalf of the Yorkfield Homeowner's Association (HOA), I would like to express our concerns pertaining to the Arndt Road Extension Goal Exception proposed in the work plan for the County's Land Use and Transportation Planning Staff for 2018-2019. While we understand the need for this proposal and some of the positive outcomes, we feel as though the negative outcomes exceed the number of positive outcomes for this project. To include: Construction and truck noise, railroad crossing noise, traffic concerns on NW 3<sup>rd</sup> and Cedar flowing into down town, truck traffic concerns on 13<sup>th</sup> Ave (designated Alternative to 99E), safety concerns for the Skate Park located in the designated area of land use, and also the negative impact on wildlife in the area between the Canby Police Station and our neighborhood.

First concern, noise: We believe that the additional truck and car noise would contribute to noise blight, especially during peak traffic hours. Since there is a hill on both sides of the railroad, we believe that **between the breaking and accelerating of commercial trucks and commuter traffic, the noise would echo exponentially throughout our neighborhood.** Our other noise complaint would be from an additional railroad crossing. If the plan is to build some kind of overpass to avoid the railway, we are **against that as well. If an overpass is the plan, we believe that it will be an eye soar and our concerns about noise will still be the same, minus the obvious railroad crossing noise.** One of our biggest concerns about the noise this project would create is how it would adversely affect our property values. **We have 136 properties located in our neighborhood.**

Second concern, traffic: We are deeply concerned about the amount of traffic this corridor would create in our immediate area and also other areas of Canby. For example, the traffic that would be heading **into town via NW 3<sup>rd</sup> Ave. The intersection of NW 3<sup>rd</sup> and Cedar is already an issue. NW 3<sup>rd</sup> has a weird jut in it, meaning the intersection at Cedar requires drivers to zig zag over to continue on NW 3<sup>rd</sup> Ave.** Also, we wonder how you plan to address the Canby Police exiting their station. **Would there be a traffic light or a four-way stop? Our next traffic concern is for Berg street that becomes SW 13<sup>th</sup> Avenue and then SE 13<sup>th</sup> Ave.** We believe that more trucks would travel down 13<sup>th</sup> Ave to reach the industrial complexes on the North East side of town. 13<sup>th</sup> Avenue is already a traffic concern for the city of Canby's residents. **There are two school zones located on 13<sup>th</sup> Ave and we believe that the additional trucks would contribute to more traffic during peak travel times; the amount of noise is a concern for the neighborhoods in that area as well.**

Third concern, skate park: There is a skate park located across from the industrial area and police station. Our concerns are for the safety of those who use this facility. We also worry that the skate park would be removed for this project. We believe that the skate park is important to our community due to the fact that there is no other place where this type of activity can take place in the city of Canby. We believe that the loss of the skate park would be devastating for our youth and our skating enthusiast adults.

Forth concern, wildlife impact: We are deeply concerned about the impact this project would have on the wildlife habitat in the area west between our neighborhood and the police station. This overflow pond area and field are comprised of already established and thriving ecosystems. There are many deer that can be observed almost daily in this area. Many species of birds nest and frequent the overflow pond as well. We have even observed bald eagles over the past two years. We believe that this project would be a significant loss of habitat for the birds and other species.

We feel as though we have expressed some of our most important concerns in this letter. We also understand that there are positive outcomes concerning this project, however, we believe that this proposal has many negative outcomes that outweigh the positive possibilities of the Arndt Road extension over the Molalla River.

Thank you Clackamas County Planning Commission and other pertinent parties for providing an opportunity for residents to express their serious concerns over this project. We appreciate all of your hard work and dedication to the community of Canby and all of Clackamas County.

Sincerely,

**Andrea Warnock**  
Treasurer, Yorkfield Homeowner's Association  
1023 NW 2<sup>nd</sup> Ave, Canby, OR 97013  
931-241-1135

# Mt Hood Cannabis Company



73410 U.S-26 • Rhododendron, Oregon 97049 • Phone: 812.345.2416  
E-Mail: mbudd@mediaworksonline.com Web: www.mthoodcannabisco.com

Date: 04/09/2018

Jim Bernard, Sonya Fischer, Ken Humbertson, Paul Savas, Martha Schrader  
Clackamas County Board of Commissioners  
2051 Kaen Road  
Oregon City, OR  
97045

Dear Commissioners:

The current ZDO requires that dispensaries in Clackamas County can only be open from 10am to 9pm. The OLCC allows dispensaries to be open from 7am to 10pm.

The ZDO time restrictions:

- 1) put our dispensaries at a competitive disadvantage with those in other counties. Especially those near the county borders.
- 2) reduce sales for dispensaries in the Mount Hood area who can't take advantage of ski traffic earlier than 9am.

By removing the time restrictions from the ZDO and allowing the OLCC to govern all open and close times equally for all dispensaries would:

- 1) allow Clackamas County dispensaries to compete on an equal footing.
- 2) increase the tax revenue paid to Clackamas County and the OLCC.

We have collected several hundred signatures from customers requesting the change to the opening hours, if that would assist in considering our request.

Sincerely,

Michael Budd  
Owner Mt Hood Cannabis Company.

ATTACHMENT C

Planning Commission Minutes

**PLANNING COMMISSION  
MINUTES**

March 12, 2018  
6:30 p.m., DSB Auditorium

Commissioners present: Brian Pasko, Christine Drazan, Mary Phillips, Michael Wilson  
Commissioners absent: Gail Holmes, Mark Fitz, John Gray, John Drentlaw, Tom Peterson  
Staff present: Jennifer Hughes, Karen Buehrig, Mike McCallister, Darcy Renhard

1. Acting Commission Chair Pasko called the meeting to order at 6:36 p.m. There was no public comment on things outside of the agenda items. Planning Commission members had no *ex parte* conflicts to disclose.

Since there are only four commissioners present tonight, we will proceed with the meeting and take public testimony, but any recommendations will be deferred for two weeks.

Karen Buehrig began discussing the 2018-2019 Long Range Planning Work Program. We have worked with outside entities to put together a list of potential projects to work on for the next fiscal year. The purpose of the meeting tonight is to allow the public to provide input and comments on what is being proposed. The Work Program has been widely publicized through newspaper notices, social media, direct notification to CPOs, hamlets, and villages, as well as several other avenues of outreach.

Last year the Planning Commission asked to have clear criteria for how projects move forward. We looked at what kind of staffing would be necessary for each project as well as the work that would be required by other entities. Would the proposed project build off of other projects that we are already working on? Will it result in a change to planning documents that the County works off of (Comp Plan, ordinance, County plans, etc.)? The materials in the packet are a spreadsheet that shows the proposed work for 2018-2019 and how the different project meet the criteria. The second document provides more information on the individual projects. There were a total of 43 projects submitted for consideration. Staff is recommending that 14 of them move forward. We do have additional FTE in Land Use Planning now because of new hires this last year, which means that there is approximately 2.75 FTE of staff time available to work on these projects in the Land Use Planning Division and 1.5 FTE in the Transportation Planning Department.

Jennifer Hughes said that Planning staff is recommending 7 project to move forward. There has been additional public testimony received in support of the Rhododendron concept plan, which is on our list under "Future to be Considered Projects". There is also a recommendation for tree protections that could tie together with another project on the list.

The first project that staff is recommending is completion of the ZDO audit, which we are once again moving on and making good headway. The second project is for a grant project for the Park Avenue Station Development and Design Standards plan. We may also be coming to the Planning Commission with yet another marijuana amendment to limit the number of marijuana production licensees allowed per property. Currently, the way that people are putting these facilities in is having impacts that the public and the BCC are concerned about. There is another project on the list (L-4) to address short term rentals in residential areas. Staff has found that there is a lack of clarity on whether or not these are permitted, and if so, what kinds of restrictions should there be? This would take a considerable amount of staff time because of the technical nature and the coordination with other entities that would be required. Project L-5 would address the lack of clarity in the standards lot sizes within established residential zones in order to prevent upsizing and increased density. L-6 and L-7 relate to the buildable lands inventory and affordable housing. This is actually a top concern for the BCC right now. There is a taskforce assigned to evaluate homelessness and housing affordability in the County.

Commissioner Pasko asked for background on why the Rhododendron project wasn't part of the proposed list for next year. Jennifer replied that we are not entirely sure that this is a land use plan that they need, given that the necessary zoning is already in place. The entire community is pretty much rural tourist commercial zoning, which already allows retail, commercial, parks, and a host of other uses. What they may actually need is some money to do

something to improve the community feel that they are envisioning. Karen reminded the Commission that we actually adopted the Villages at Mt. Hood bicycle plan at the end of 2016-2017. That plan calls out exactly what it is the community wants as far as pedestrian facilities and connectivity. One of the challenges that we face here is that ODOT has jurisdiction of the highway, as well as trying to design the facilities that the community wants. There are two approaches that they can take. One is to have developers do the improvements, the other is to initiate a capital project and acquire funding to do it.

In response to a question from Commissioner Wilson, Jennifer provided a breakdown of how many steps and requirements there actually are in doing a code amendment, which is why it will take .25 FTE.

The Transportation Planning Department has been working on the Safe Routes to School for 12 schools. This project has had very positive impacts on the communities where it has been implemented so far. The next area being discussed is the Molalla School District. The second project on the Transportation Planning group is to address transportation needs in the Damascus area. When Damascus disincorporated, the County had put together plans for roads that were not included inside the City of Damascus. Now we find it necessary to go back and do an analysis of this area that is outside of the area that Happy Valley plans to incorporate. The third project on the list is to do a feasibility analysis to see if it would be cost effective to build a toll bridge over the river instead of maintaining the Canby Ferry. Project T-4 would consist of work on the Arndt Road extension that would provide a better freight route into the City of Canby. This is a high priority for the BCC. The fifth project in the Transportation list has been on the Work Program for a while, but we are still waiting for the conversations around the urban reserves to finish. We were awarded money to look at the infrastructure needs in the Stafford area, it is just a waiting game now. The sixth item on the list is an outcome of a previous project, and finally there is the Barton Park Master Plan. Barton Park is located right next to the Cazadero Trail and a piece of property that is owned by Metro. We would like to do a coordinated project on these properties. Another project that is listed as a potential project is the Land Oswego to Oak Grove/Willamette River Ped-Bike Bridge Feasibility Study. There are challenges to doing this project, as one would assume. It may be more appropriate for the 2019-2020 Work Program than the 2018-2019, even if we were awarded funding. All of the project on this list would require working with a consulting team except for T-6.

Commissioner Phillips feels that promoting small scale manufacturing and production in Community Commercial/General Commercial districts should happen sooner rather than later. This could provide immediate benefit for both communities and businesses with these zones.

Commissioner Pasko opened the hearing for public testimony.

**Melanie Farnsworth, Rhododendron** – In December of 2016, the Commissioners approve the bike plan and elevated it as a priority because of the safety issues. The Mt. Hood Express is doing a study of how many riders they have each year. That number has increased exponentially over the past 5 years to around 66,000 riders in 2016-2017. They keep inviting the County to come to their CPO meetings and to participate, but nobody ever shows up because it is not on the Work Program. She would like help with obtaining grant funding to change a lot of the egresses to the businesses as well as creating a designated bus stop for the Mt. Hood Express. Karen explained that ODOT has to be involved for anything that proposes changes which may impact Hwy 26. What needs to happen is that there needs to be a design change to the land use functions next to the highway. She is not sure how you do that without a capital project, because it won't happen through redevelopment.

**Joseph Edge, Oak Grove** – Mr. Edge would like to speak largely in favor of the project brought forward by the MAP and Oak Grove. He is also in favor of the Oak Grove/Lake Oswego pedestrian bridge. His main reason for testifying tonight, though, is to speak to small scale manufacturing and short term rentals. He would ask that project L-7 be removed from the list. If short term rentals are allowed, then it decreases the availability of long term rental units that people need. This only serves to exacerbate the current housing shortage issue. If we are going to allow short term rentals, then it should be ADUs or a single bedroom, not an entire dwelling unit. He would like to see the small scale manufacturing project (NRD) replace this one on the high priority list. If small scale manufacturing, such as bakeries or brew pubs, were allowed in the commercial zones, it would serve to revitalize the McLoughlin area as well as Oak Grove. Other communities would also see similar benefits.



**Michelle Lamoreaux, Rhododendron** – Ms. Lamoreaux said that the reason they asked to have the Rhododendron Community Plan added to the Work Program was because they were told by a previous commissioner that was what they needed to do. Karen explained that it is challenging to find where this fits for the County as well. How do we address the needs or take the steps that need to be taken, and then how do we coordinate with ODOT? Commissioner Pasko said that it sounds like they need help from the County to figure out what exactly to do to take that next step.

**Karen Bjorklund, Jennings Lodge** – Ms. Bjorklund works with the Jennings Lodge CPO, who has partnered with the MAP implementation team. Project L-5 is a nexus of the Jennings Lodge interests and MAPIT interests. She would certainly support holding the line on densities as indicated in L-5, but she would also like to see additional things for consideration from the second and third lists. She would like to see anything that is creating a danger to the public added to the list of priorities. The prioritizing criteria should change to consider things that cannot be undone once they are done, or being able to identify whether or not there is funding/grants already available for projects. She would also like higher priority for projects if having them added to the Work Program is the only way to get them done. Two of the highest priorities for the Oak Grove residents are the tall trees and the large lots that add character to the neighborhood.

**Amanda Gresen, Milwaukie** – The Heritage Tree Program should be reinstated. It seems like it has faded away, but she feels that it should be an important part of the community. She suggests that strong language be added to the program that would increase the protections. She is willing to send an email to Planning staff detailing what she thinks are the important aspects that should be included in the program.

The hearing is continued to March 26<sup>th</sup> at 6:30 pm.

There being no further business, the meeting was adjourned at 8:16 p.m.

**PLANNING COMMISSION  
DRAFT MINUTES**

March 26, 2018  
6:30 p.m., DSB Auditorium

Commissioners present: Brian Pasko, Christine Drazan, Mary Phillips, Michael Wilson, Gail Holmes, Mark Fitz, John Gray, John Drentlaw

Commissioners absent: Tom Peterson

Staff present: Karen Buehrig, Mike McCallister, Darcy Renhard

1. Acting Commissioner Drentlaw called the meeting to order at 6:31 p.m. There was no public comment on things outside of the agenda items.

Tonight is a continuation of the March 12<sup>th</sup> meeting to review and discuss the proposed 2018-2019 Planning Work Program. It is not a formal hearing, it is more of an informal public meeting. We will continue to hear testimony if there are people who still wish to speak. Commissioner Drentlaw asked that people not repeat testimony that they have already provided.

Mike McCallister said that Karen Buehrig will be providing an update to the status of the Rhododendron project, and we just received a 200 page document regarding the heritage tree program.

Karen explained that when we put together the original Work Program, we tried to figure out how the Rhododendron project would fit as a Planning project. We spent time trying to figure out how we work with what the intent of the community is, and where we ended up was that it would need to move forward as a capital project. She spoke with representatives of ODOT and looked at Appendix 3 of the Comprehensive Plan. There are a number of considerations that would need to occur before the crossings and other improvements could be made. Their Quick Response program may have some funding. She suggests that we add it into the Work Program and that we identify the issues that ODOT has singled out in order to move forward with finding funding in collaboration with the CPO. This means that we are recommending removing project T-6 off of the Work Program. Since there is no immediate urge to implement the ped-bike integration policies in the development review process, we are recommending that this Rhododendron project take its place as #T-6. The scope of the project would include improved crossings, streetscapes, and sidewalks. This would essentially be the first step into design. We wouldn't be moving forward with implementation until funding is available, but doing the work on the design aspect may help us get the needed funding. This proposal also drills down on some of the concepts that are in the ped-bike plan so that we can move toward the next step of implementation, which is to find funding. Commissioner Pasko asked the Rhododendron community is trying to just improve the pedestrian crossings and the bus stop. This proposal isn't necessarily about the entire plan. Mike answered that they are trying to move this concept forward into a design phase.

**Ramona Notz, 3020 S. Shandell Rd., Molalla** – Her property is zoned EFU. Most of the land up the road from them is also zoned EFU, including the property at 11512 S. Barnards Rd. These marijuana producers have covered what used to be fertile dairy land with huge concrete pads. The fields are now concrete. Concrete is starting to cover all of the farmland out there because of the marijuana operations.

**Al Notz, 3020 S. Shandell Rd., Molalla** – They live by Morehouse Farms that has raised many crops over the years. They have commercial farm buildings on the property that are very nice. Gingerich Farms are up the road from them and has acres and acres of blueberries. Another clover farm and several hazelnut orchards are also nearby. There is a big nursery with 50-100 acres of nursery stock. These farm operations all provide food, oxygen, and other benefits to the community. Then, in between all of these farms that are good stewards of the land, you have 300,000 square feet of steel framed structures that are built on concrete pads and are growing marijuana. They are not even using the rich farm soils that these sites are on!! They are destroying these soils! They have no water rights, so they are going to have to truck the water in. They are required to have around 50,000 gallons on site! There is already a lot of traffic on Barnards Road, and this marijuana farm will create approximately 250 more cars per day on the road with everyone who is associated with growing these crops. Security has now become a serious

problem in the area. There have been people shooting at and hitting cars travelling on Barnards Road near the Marquam intersection. This property is located at 11512 Barnards Road. What they are doing is not consistent with the other uses in the area. It's not even the property owner who is growing on this property, it is the 50 businesses who rent space from them! Barnards is a narrow farm road, so who is going to be responsible for the road improvements? Mike McCallister pointed out project #L-3 on the Work Program. This is a project that proposes to limit the number of production licenses per parcel. We are not sure yet where it will end up, but it is something that we are going to take a close look at. Although this won't affect any existing licenses, it will have an impact on those that are approved after any amendments are made.

**Sylvia Handris, 13455 S. Leland Rd.** – Ms. Handris is in support of putting limitations on the marijuana licenses. She lives next to marijuana operations that claimed they would only be 3500 square feet at the most. Then they expanded again, and then again. She can't stand to work in her garden anymore because of the smell. This has gotten way out of control, and there is so much marijuana being grown now that the value has decreased by half! This makes the growers turn again to the black market to sell their products because they still have to pay the taxes that are imposed on the industry. There used to be a flowing stream throughout her property, which these marijuana growers have now dammed up. They have huge propane tanks near the property line. She has spoken with the fire bureau about her concerns. She would ask that there be more accountability and regulation in the future. Commissioner Pasko encouraged Ms. Handris to speak with State legislators and to contact other state agencies who may have authority to act on this as well.

**Amanda Gresen, 18004 SE Blanton St., Milwaukie** – Ms. Gresen is here to speak in support of the heritage tree program. She is requesting that the program be revitalized and become more of a valid program than just a feel-good program. She has five items that she would like to suggest as part of the program: 1. Provide direct protection by deeming it unlawful to remove a heritage tree once it has been designated; 2. Clackamas County establish a heritage tree volunteer committee; 3. Integrate the heritage tree protection language into the ZDO Section 1002; 4. Require protection of trees during construction and inspection, as well as providing guidelines for this; 5. Include language in the building permit checklist. Currently developers are not required to identify what trees are there. She has been speaking with the Historic Review Board and the Jennings Lodge History investigators who are interested in having members on this committee. Commissioner Wilson asked what constitutes a heritage tree. Ms. Gresen replied that either the specimen of the tree (size or rarity) or if it has a historic reference associated with it. Commissioner Pasko noted that part of the Work Program is an audit of the ZDO, which does not include, but also doesn't prevent, incorporating some of this language. There may be an opportunity to get it added if you are willing to keep advocating for it.

**Mark Seder, 3219 NE Thompson, Portland** – Mr. Seder's firm works on community planning projects throughout Oregon. He is very pleased to have the opportunity to provide input on the Rhododendron Community Plan. Originally he hoped to have the Community Plan added to the Work Program, but it sounds like the County has worked its way around doing that by moving forward with ODOT and pedestrian improvement projects. Whether they move ahead with the TGM grant or Quick Response Program, he would like to see this move forward to make Rhododendron a real community.

**Steve Graeper, Rhododendron** – Staff's reconsideration of not having the project on the Work Program has been great news for him. Commissioner Fitz asked why we are hearing this again if it was already adopted. Mr. Graeper replied that the ped-bike plan was just the beginning. It was only conceptual, and now they are moving to the design phase. He was told that they can't get a TGM grant because they are not a government agency. They have to get Clackamas County on board with this project. Essentially, the community is just asking for the County's help to get funding and to start taking steps forward with designing. They want to move from concept to design so that the project doesn't just stall out.

**Andrea Warnock, 1023 NW 2<sup>nd</sup> Ave., Canby** – Ms. Warnock is a member of the Canby Traffic Safety Commission. She is concerned about the proposed Arndt Road extension. The negative impacts of this proposed project far outweigh the positive. There are truck traffic concerns and safety concerns as well as the negative impacts on wildlife in the area that is designated for construction. It would adversely affect property values and increase traffic on NW 3<sup>rd</sup> Avenue in Canby. The Canby police exit their station right where the proposal runs, and more trucks would travel down 13<sup>th</sup> Avenue, which is already a concern for residents since there are two schools on that

road. The amount of noise is also a concern. There is a skate park located across from the police station and the industrial park. They believe that this is an important part of the community, and removing it would be devastating for the local youth. Wildlife would be impacted in the area west of their neighborhood and next to the police station. There are many deer, birds, and even some bald eagles that come to the wetland area. While she agrees that there are many positive aspects of this project, she still feels that the negative far outweigh the positive. Commissioner Pasko asked if she would be more comfortable if the language said that we would explore options for other possible routes, rather than specifically saying that we are going to do the Arndt Road project. She replied that she would. The City of Canby and Clackamas County would have to work together to determine where the funding would come from. The goal exception language states that there must be no greater impact than the existing alignment has, so moving it much further away from where it is currently located would have a greater impact.

Commissioner Drentlaw closed the public testimony portion of the hearing.

Commissioner Holmes would like to see the small manufacturing in commercial zones moved forward with higher priority. There are a lot of small businesses that would like to come in to the County and local cities, but the door gets slammed in their faces. Mike explained that the Board has the discretion to move projects onto the "Recommended" list if they choose.

Commissioner Phillips asked if the heritage tree program fell by the wayside because there is no longer an arborist on staff. Mike explained that the County had the program from 2008-2016. The program was always voluntary, it was never regulatory. Over time there were little to no nominations for trees to be added. In the last couple of years, there simply has not been any interest or nominations from the community. The second thing to keep in mind is that if it were to be regulatory, the County would have to implement a tree cutting ordinance. The County did that in 2010 and it ended up being really controversial. We spent over a year meeting with various committees and there was never a common ground. The BCC also decided about then that they did not want to keep anyone from meeting the minimum densities on their property. Part of what we will look at in the audit are these sorts of things, but this doesn't mean that we are necessarily going to do an ordinance rewrite for it. Also, you have to be careful with some case law and that the standards are being clear and objective. It could be looked at in combination with the audit, but writing the specific standards would be very work intensive.

Commissioner Drentlaw would like to move the marijuana amendments up on the priority list. Mike said that he thinks that the BCC may feel the same way, as well as the AUDs inside the UGB project. Commissioner Fitz asked if it was advisable to do anything with marijuana since the BCC Chair asked the PC to not touch it for a couple of years. Commissioner Drentlaw replied that the Planning Commission is an independent body that provides independent recommendations outside of what the BCC decides or says.

Commissioner Holmes asked how project #NR-D would get pushed up for consideration. Mike explained that it would require the Planning Commission, and subsequently the BCC, to prioritize it instead of another project.

Commissioner Phillips would like to echo Commissioner Pasko's recommendation for wording on the Arndt Road project.

Commissioner Drazan asked if there were any comments on the Canby Ferry replacement bridge project. Karen Buehrig answered that the Clackamas County transportation group maintains the ferry, which is very costly. The project is only to find out what the costs would be if there were to be a toll bridge built across the river instead of maintaining the ferry. The project would only ferret out the information, it is not to actually implement the project.

Moving on to future projects, Commissioner Holmes would like to see small scale manufacturing moved up the priority list to replace short term rentals. Commissioner Drazan would like to see the short term rentals project move forward. This is an issue that has headway and is moving very quickly. The County needs to get on top of it sooner rather than later. It will be a revenue source, and the State has already approved regulations for temporary short term rentals. We might as well regulate it since it is already happening. The same issues apply to the small scale manufacturing amendments. You have to look at all of this from a policy perspective.

Commissioner Pasko moved to recommend approval of the draft Work Plan, moving the I-3 marijuana ordinance and I-6 ADU projects to the top of the list, and to replace T-6 with the modified #NR-A as proposed by staff for the Rhododendron Plan, and to amend the wording for the Arndt Road project as discussed.

Commissioner Holmes feels that there should be a minority report for #NR-D. She hopes that this would be an important project to the BCC. Commissioner Pasko suggested adding it to the list of projects to be added if funding becomes available. He amends his motion to include moving #NR-D to a section that would be priority projects under land use, if resources become available. He also recommends that we provide information to the EDC so that they are informed that this is out there. Commissioner Phillips seconds the motion. *Ayes=8; Nays=0. Motion passes.*

Commissioner Pasko moved to approve the minutes from February 26<sup>th</sup>. Commissioner Holmes seconded the motion. *Ayes=6 (Pasko, Wilson, Gray, Fitz, Drentlaw, Holmes), Nays=0, Abstain=2 (Phillips, Drazan.)*

Commissioner Pasko moved to approve the minutes from March 12<sup>th</sup>. Commissioner Holmes seconded the motion. *Ayes=8, Nays=0.*

Recruitment for the two vacant PC seats has closed. We ended up with around 25 applications. Interviews will be within the next couple of weeks.

Commissioner Phillips will not be at the next meeting on May 14<sup>th</sup>.

There being no further business, the meeting was adjourned at 8:37 p.m.