

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS
Policy Session Worksheet

Presentation Date: April 27, 2021 **Appx Start Time:** 1:30 pm **Appx Length:** 30 min

Presentation Title: FY22/FY23 Long-Range Planning Work Program

Department: Transportation and Development

Presenters: Jennifer Hughes, Planning Director; Karen Buehrig, Long Range Planning Manager

Other Invitees: Dan Johnson, DTD Director; Cheryl Bell, DTD Asst. Director of Development; Mike Bezner, DTD Asst. Director of Transportation; Lorraine Gonzales, Senior Planner; Ellen Rogalin, PGA Community Relations Specialist

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

We are asking the Board to authorize the FY22/FY23 Long-Range Planning Work Program.

EXECUTIVE SUMMARY:

Every year, county Long-Range Planning staff focuses on high-priority projects as outlined in the Long-Range Planning Work Program (Program). The Program is developed by gathering suggestions from staff, other county departments, the Board of Commissioners, the Planning Commission, community groups and members of the public, which are then prioritized by staff, and authorized by the Board of County Commissioners (BCC) after recommendation by the Planning Commission.

The process to select projects for the FY22/FY23 Program began in fall 2020, when the public and county departments were invited to submit ideas. This opportunity was publicized through news releases, the county's quarterly newsletter, social media and emails. A discussion was also held at the Community Leaders Meeting in October 2020. In addition, the Planning Commission discussed their priorities on January 4th, 2021 and the Board of Commissioners had a Policy Session to discuss priorities on February 9, 2021.

Seventeen (17) individuals, organizations or county departments provided suggestions for the FY22/FY23 Program during the public input process. The suggested projects are included in Attachment B – Input received from Outreach. Twenty-seven (27) projects addressed land use / County Code issues; three (3) addressed issues related to transportation, and nine (9) were categorized as not suited for the Program as their scope was not suitable for a long range planning project. On March 8, 2021, the Planning Commission provided the opportunity for public comment on the staff draft proposal, which was advertised through a news release, social media (Facebook, Twitter and Nextdoor) and emails sent to CPOs, Hamlets and interested parties to include all those who submitted suggestions for the FY22/FY23 Program.

The development of the FY22/FY23 Program recommendations took into account the following considerations:

- Staff availability. Currently, there are approximately two FTE (full-time equivalent), spread across four land use planners, available to work on long-range land use projects and approximately two FTE, spread across three transportation planners, available to work on long-range transportation projects.
- Current projects that will continue into the next Program cycle, either due to completed contracting, state mandates or continued prioritization by the county.
- Grant funding. Grant funding allows a consultant to be hired to support project staffing needs.
- Annual minor and time-sensitive zoning code revisions, which resolve problems with code administration, address targeted policy concerns, or implement federal, state and regional requirements.

Board of County Commissioner (BCC) Priorities: On February 9, 2021, staff presented the project suggestions received to date and provided the opportunity for the BCC to discuss their priorities. Commissioners provided the following input:

- Potential support for the Lake Oswego Luscher Farm Park Master Plan project, noting city staff may be available to assist
- The annual Minor and Time Sensitive Amendments packages are important to complete.
- It is important to keep a focus on housing, but job creation is also essential.
- Time is needed for the Climate Action Plan to be completed and better understand BCC priorities related to Natural Resources before moving forward with the suggestions in this category.
- There is interest in a long-term vision for the county. This could be a project that brings various topics together and is relevant with measurable outcomes.

March 8th Planning Commission Public Meeting and Recommendation

At the March 8th Planning Commission meeting, staff presented a recommendation for the FY22/FY23 Program, the public had an opportunity to comment, and the Planning Commission then made a recommendation to the Board (included as Attachment A). The minutes from the Planning Commission meeting with the detailed public comments is included as Attachment D.

After public input, the Planning Commission discussed the various projects with a focus on the natural resources issue paper, procedural changes to notify Community Planning Organizations of pre-application conferences for submittal of written comments, and their continued support of the housing project. The Planning Commission also is interested in folding some of the suggested projects into the “minor amendments” package.

The Planning Commission recommended to move forward the FY22/FY23 Program staff recommendation, with the following additions:

- Reaffirmed that the Natural Resources Issue Paper identified as Project NR-1 should include a review of the projects suggested in Input 5 – Input 9 from Attachment B.
- Include within Project O-1: Minor and Time-Sensitive ZDO Amendments the following suggested projects:
 - Attachment B – Input 1: Public Notice - appeal period review
 - Attachment B- Input 27: Artisan Manufacturing – adopt a definition and allow uses in the C-2 and C-3 zones
 - Attachment B- Input 29: Historic Overlay Districts – protection of historic structures during land divisions
 - Planning Commission suggestion to review ZDO Section 707 as needed to conform to state law for delisting of historic landmarks

The Planning Commission recommendation incorporates the guidance provided by the Board of Commissioners as well as input that was received during the outreach efforts.

The full Planning Commission recommendation for the FY22/FY23 Program is included in Attachment A.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

The staff time needed for the first year of the FY22/FY23 Program will be funded through the proposed 2021-22 budget, except for Project E-2 Economic Opportunity Activation. Project E-2 will need to be matched with outside funding to proceed.

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 FTE of land use planning staff time and approximately 2 FTE of transportation planning staff time needed for the work program in FY22/FY23. In addition, the Long Range Planning Manager position will be supporting the work in this program.

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 authorization of the work program.

PUBLIC/GOVERNMENTAL PARTICIPATION:

Public outreach for the Long-Range Planning Work Program was conducted during October – December 2020. The public had the opportunity to comment on the proposed Program at the Planning Commission meeting held on March 8, 2021.

OPTIONS:

1. Authorize the FY22/FY23 Program as recommended by the Planning Commission
2. Authorize the FY22/FY23 Program with amendments
3. No Action

RECOMMENDATION:

Option 1: Staff respectfully recommends Option 1 - Authorize the FY22/FY23 Program as recommended by the Planning Commission.

ATTACHMENTS:

Attachment A: Planning Commission Recommendation for FY22/FY23 Long-Range Planning Work Program, March 8, 2021

Attachment B: FY22/FY23 Long-Range Planning Work Program - Input received from Outreach Efforts (as of March 1, 2021)

Attachment C: Exhibit List and Exhibits

Attachment D: Planning Commission Minutes, March 8, 2021

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 @ 971-291-8127*



Attachment A: Planning Commission Recommendation for FY 22/FY 23 Long-Range Planning Work Program

KEY	
Comp Plan	The Clackamas County Comprehensive Plan is made up of policies, implementing strategies and standards that guide general land use and transportation in the county. See the Comprehensive Plan online at www.clackamas.us/planning/comprehensive .
	Issue papers will be prepared to provide details on implementation issues such as costs, direct and indirect effects, community response, and consistency with state and regional standards. Projects are grouped with the related Comprehensive Plan chapter and will be evaluated as a part of the issue paper. This will provide the Planning Commission and Board of Commissioners more information about the project before deciding whether to move forward.
ZDO	Clackamas County Zoning & Development Ordinance – the requirements and standards that are applied to determining land use in the county. See the ZDO online at www.clackamas.us/planning/zdo .

HOUSING: H-1. LAND USE HOUSING STRATEGIES. Update Comprehensive Plan Chapter 6: Housing, including the following topics:

Phase 1–

- Consider permanent regulations to allow for transitional shelter communities.
- Consider providing a tiered density bonus for inclusion of affordable housing.
- Consider increasing or removing maximum density requirements for multifamily developments in commercial zoning districts.
- Consider creating a hierarchy of minimum parking standards based on proximity to transit and/or dwelling unit affordability.

Phase 2 -

- Modify the ZDO to have clear and objective criteria for housing (required by state law).
- Make duplexes, triplexes, cottage clusters, townhouses, and quadplexes a use allowed outright in urban single family zones (required by state law)
- Clarify Comprehensive Plan policies for rezoning in low density residential districts

Phase 3

- Review potential to add housing to schools, places of worship and church-owned property
- Consider creating a transferrable development rights (TDR) bonus system
- Consider rezoning land to preserve manufactured dwelling parks
- Explore opportunities for permitting additional housing types, such as micro-units, co-housing, live/work units, and mixed use development

TRANSPORTATION

T-1: Damascus Area Transportation Needs – Review current plans for transportation projects on county roads in the unincorporated area formerly in the city of Damascus and outside Happy Valley’s planning jurisdiction, and identify needed projects to include in the county’s Transportation System Plan (TSP)

T-2: Barlow Road / 99E intersection analysis and Arndt Road Goal Exception – Explore alignment options and undertake, as necessary, development of a Statewide Planning Goal exception to support the crossing of the Molalla River to provide access from I-5 to the city of Canby. This project is partners with the Community Road Fund project to study the 99E / Barlow Road intersection.

T-3: Willamette River Pedestrian/Bicycle Crossing Corridor Identification – Following the recommendation from the Oak Grove to Lake Oswego Ped/Bike Feasibility Study, this project will expand the area to consider for a ped/bike bridge connection over the Willamette River.

T-4: Bike Walk Clackamas – Update the Pedestrian and Bikeway Plans. Consolidate into one document. Funded through state TGM program.

T-5: Transportation System Plan Update – An update of the Transportation System Plan is needed to review and adopt capital roadway improvement priorities and projects.

ECONOMICS:

E-1: Update Comprehensive Plan Chapter 8, Economics

E-2: Economic Opportunity Activation. This would include completion of an Issue Paper to provide the foundation for updating the Economics chapter of the Comprehensive Plan. Involves working with the county’s Business and Community Services Department to identify funding for an Economic Opportunity Analysis to allow the county to take a “big look” at future economic development needs and related land use implications. Depending on the funding source (possibly grants), the project may also focus on a specific area in the county.

NATURAL RESOURCES:

NR-1: Update Comprehensive Plan Chapter 3, Natural Resources. This would include an issue paper to address the various items listed in Attachment B under the NR-1 row. **(Input 3, 5, 6, 7, 8, and 9)**

NR-2. Amend Flood Hazard Development overlay zone regulations per Biological Opinion

OPEN SPACE, PARKS AND HISTORIC SITES

OS/P/HS-1: Luscher Farm Park – Work with Lake Oswego to adopt a local parks master plan for Luscher Farm to support existing and planned uses at the farm and on associated public open space properties.

OTHER:

O-1 Minor and Time Sensitive ZDO Amendments will be presented for action to the Planning Commission and the Board of County Commissioners once a year, as needed. During this project, in addition to other amendment recommendations that arise during the work program period, the following will be considered:

- Public Notice appeal period review (Attachment B – Input 1)
- Artisan Manufacturing – adopt a definition and allow uses in C-2 and C-3 zones (Attachment B- Input 27)
- Historic overlay districts – protection of structures during land divisions (Attachment B- Input 29)
- Planning Commission suggestion to review ZDO Section 707 as needed to conform to state law for delisting of historic landmarks

O-2 Audit of Zoning and Development Ordinance – Continue and complete multi-year Zoning and Development Ordinance audit.



ATTACHMENT B
Department of Transportation & Development
FY22/FY23 Long-Range Planning Work Program - Input Received from Outreach Efforts (as of March 1, 2021)

The table below is organized by Comprehensive Plan chapter with related projects grouped under the overarching categories established by the Plan. It is structured this way to focus County efforts in the coming years of the work program and allow the pairing of a general Comprehensive Plan update with consideration of priority projects identified by stakeholders. Additionally, for each project in the table, staff has identified the related goals from Performance Clackamas, the county's strategic plan.

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.*

Comprehensive Plan Chapters: *1) Introduction; 2) Citizen Involvement; 3) Natural Resources and Energy; 4) Land Use; 5) Transportation System Plan; 6) Housing; 7) Public Facilities and Services; 8) Economics; 9) Open Space, Parks and Historic Sites; 10) Community Plans and Design Plans; 11) The Planning Process*

INTRODUCTION

Once adopted, the Long-Range Planning Work Program (Work Program) identifies the high-priority projects that have been suggested by staff, other county departments, the Board of Commissioners, the Planning Commission, community groups and/or members of the public. The process to select projects for July 2021-June 2023 (FY22/FY23) began in fall 2020, when the public and county departments were invited to submit ideas. This opportunity was publicized through news releases, the county's quarterly newsletter, the county website, social media and emails.

Timeline: January 11, 2021 -- Planning Commission study session to receive an overview of suggested projects and discuss additional project recommendations from the Planning Commission. February 9, 2021 -- Board of County Commissioners policy session to receive an overview of the input and discuss additional project recommendations from the Board. March 8th 2021-- Planning Commission public meeting to discuss staff-recommended Work Program. April 2021 (anticipated) -- Board of County Commissioners policy session for final acknowledgement of the Work Program.

INPUT RECEIVED ON LONG-RANGE PLANNING PROJECTS

Project Input ID #	Project	Description	Source of Proposal	Staff Comments	Exhibit Number	Clackamas County <ul style="list-style-type: none"> • Zoning and Development Ordinance Sections • County Strategic Goals
Chapter 2: Citizen Involvement and Chapter 11: The Planning Process						
Input-1	Public Notice	<p>Increase the appeal period for Type II land use decisions from 12 days to 35 days for CPOs, provided that a notice of intent to deliberate on whether to file an appeal is submitted within 12 days</p> <p>Require notice of appeal hearings for Type II land use decisions to be mailed a minimum of 35 days in advance of the hearing instead of the current standard of 20 days.</p>	Jennings Lodge CPO CPO Summit	The minimum appeal period under state law is 12 days. A final local land use decision must be issued within 120 days of completeness determination (150 days outside urban growth boundaries). A 35-day appeal period and a 35-day hearing notice period, when combined with other processing requirements, will make it impossible to meet the urban standard for applications that are appealed.	3, 7	<ul style="list-style-type: none"> • ZDO 1307
Input-2	Public Input on Storm Water Plans	Provide for public input on storm water plans prior to county approval of a land use application by requiring the applicant to submit comments from the storm water authority on the proposed storm water plan with their application or in advance of the 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 prior to approval. Currently an applicant for certain types of development 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.	7	<ul style="list-style-type: none"> • ZDO 1006, 1102, 1106, 1203
Chapter 3: Natural Resources and Energy						
Input-3	ISSUE Paper - Update Chapter 3 Natural Resources	During the last work program discussion, many issues related to natural resources emerged. An Issue Paper is needed to create the best approach to addressing new requirements of the National Flood Insurance Program, anticipated outcomes from the Climate Action Plan and state rulemaking around greenhouse gas reduction.	Planning and Zoning Staff		Staff	
Input-4	Amend Flood Hazard Development overlay zone regulations per Biological Opinion	In April 2016, National Marine Fisheries Service delivered a jeopardy Biological Opinion to Federal Emergency Management Agency (FEMA), stating that parts of the National Flood Insurance Program (NFIP) could have a negative impact on the habitat of endangered salmon species. Local governments that participate in the NFIP will likely need to change their review process for floodplain development permits.	Planning and Zoning Staff	FEMA and the Department of Land Conservation and Development are working on guidance to local governments. Once released, the county will need to respond to the requirements in order to remain in the NFIP.	Staff	<ul style="list-style-type: none"> • ZDO 703 • Performance Clackamas Goal 4

Input-5	Require alternatives analysis in natural resource overlay districts	Require application materials to illustrate development alternatives to preserve trees and other natural features for properties within natural resource district overlays and properties with tree canopies and demonstrate why it is not feasible to use low-impact development techniques to protect trees and avoid encroachment in natural resource overlays.	Jennings Lodge CPO Oak Grove Community Council North Clackamas Watersheds Council	State law requires clear and objective standards for residential development which would prevent standards such as “feasible”. Staff has identified the need to review the code with respect to “clear and objective” standards. This is expected to be completed as a part of the Land Use Housing Strategies project.)	7, 11, 16	<ul style="list-style-type: none"> ZDO 703, 704, 705, 706, 709, 710, 1002 Performance Clackamas Goal 4
Input-6	Tree Canopy Preservation	Amend ZDO to (1) Apply building limitations on developments to protect tree canopies for acreage with certain tree densities (based on a percentage of existing tree canopy or number of trees per acre) (2) Require developments with a certain percentage of tree canopy or number of trees per acre be submitted as a planned unit development. The intent is for at least 20% of the treed land to be preserved in open space tracts in order to protect significant trees. (3) Adopt a definition of “feasible” that would require trees to be preserved if development is still able to occur.	Jennings Lodge CPO	Current tree preservation standards are expected to be evaluated as part of the Housing Strategies project because state law requires that standards applied to housing be clear and objective and some of the county’s tree standards are not. Terms like “feasible” are not enforceable for residential development unless they are offered to a developer as an optional alternative to clear and objective standards.	7	<ul style="list-style-type: none"> ZDO 1002 Performance Clackamas Goal 4
Input-7	Goal 5 Map Update	Update Goal 5 Program and maps. Accurately map and identify stream and buffer setbacks in unincorporated areas. Ensure small fish-bearing streams are included in the mapping project.	North Clackamas Watershed	Consultant services would be required, in addition to a significant investment of county staff resources.	16	<ul style="list-style-type: none"> ZDO 700 Sections Performance Clackamas Goal 4
Input-8	Wildlife Movement Strategy	Create a long range plan to implement goals of the Oregon Wildlife Movement Strategy to connect the Mt Hood National Forest and contiguous habitat with the Willamette River Greenway and other areas with environmental overlays.	North Clackamas Watershed	Consultant services would be required, in addition to a significant investment of county staff resources.	16	<ul style="list-style-type: none"> ZDO 704, 706, 709, 1002 Performance Clackamas Goal 4
Input-9	Composting facilities	Amend the land use standards for composting facilities to align with the most recent Oregon Administrative Rules and defer to detailed DEQ permitting standards for environmental protection and nuisance mitigation standards; consider repealing some limitations on composting in the EFU zone.	Sustainability and Solid Waste Staff	Consultant services or staffing from Sustainability and Solid Waste likely required.	10	<ul style="list-style-type: none"> ZDO 401, 834 Performance Clackamas Goal 4
Chapter 4: LAND USE						
Input-10	Eagle Creek Zoning	Evaluate zoning of parcels along Eagle Creek Road from Currin Rd, north to Hwy 211 that are in commercial use but are zoned TBR, RRF-5, FF-10 and EFU	Eagle Creek Barton Community Council	Potentially related to economic development	6	<ul style="list-style-type: none"> Performance Clackamas Goal 1
Chapter 5: TRANSPORTATION						
Input-11	Damascus Area Transportation Needs (Continued from FY20/FY21)	Review current plans for transportation projects on county roads in the unincorporated area formerly in the city of Damascus and outside Happy Valley’s planning jurisdiction, and identify needed projects to include in the county’s Transportation System Plan (TSP)	Continue from current work program	Project Underway	Staff	<ul style="list-style-type: none"> Performance Clackamas Goals 2, 3

Input-12	Arndt Road Goal Exception (Continued from FY20/FY21)	Explore alignment options and undertake, as necessary, development of a Statewide Planning 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.	Continue from current work program	Project Underway	Staff	<ul style="list-style-type: none"> Performance Clackamas Goals 2, 3
Input-13	Clackamas Bike-Walk Plan	The Clackamas Bike-Walk Plan will update the Clackamas County Pedestrian and Bikeway Plans. These plans were last update in 2004	Transportation Staff	A Transportation and Growth Management (TGM) grant was awarded to undertake this project. Current the scope of work is being developed. It is anticipated to start in May 2021 and be completed by the end of 2022	Staff	<ul style="list-style-type: none"> Performance Clackamas Goals 1, 2, 3, 5
Input-14	Willamette River Crossing Feasibility Study	Outcome of the Oak Grove to Lake Oswego Ped/Bike Bridge Feasibility Study. Analyze area north and south of Lake Oswego for potential crossing locations	Transportation Staff	Metro funded project	Staff	<ul style="list-style-type: none"> Performance Clackamas Goals 2, 3
Input-15	Transportation System Plan Update	An update of the transportation system plan (TSP) was last undertaken between 2011-2013. It is time for review and update of the plan and the future needed project lists.	Transportation Staff	Multi-year project should begin in 2022 to build off of Clackamas Bike-Walk Plan outcomes	Staff	<ul style="list-style-type: none"> Performance Clackamas Goals 2, 3
Input-16	Oak Grove – Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study	Resurrect the Oak Grove-Lake Oswego Ped/Bike Bridge project	Peter Goodkin – Lake Oswego resident – former Ped/Bike Advisory Committee member	The County has funds from Metro to undertake a project to identify appropriate crossing location between Oregon City and the Sellwood Bridge	1	<ul style="list-style-type: none"> Performance Clackamas Goals, 1, 2, 3
Input-17	Amend Damascus Area Transportation Needs	Amend T-1 and T-8 of the 2019-2020 work program to address court ruling of Damascus disincorporation.	Portland Metro Association of Realtors Home Builders Association of Metro Portland	T-1 (Damascus Area Transportation Needs) is currently underway. Will continue into the 2021-23 Work Program. T8 was not funded and is not moving forward.	8,9	<ul style="list-style-type: none"> Performance Clackamas Goals 2, 3
Input-18	Parking Standards	Consider a partial or complete waiver of car parking requirements for projects in transit-served neighborhoods that meet certain criteria.	Tri-Met	This is being discussed in the Park Ave Community Project as well as the Land Use Housing Strategies project.	12	<ul style="list-style-type: none"> ZDO 1015 Performance Clackamas Goals 1, 3
Input-19	Pedestrian Plan	Use of the TriMet pedestrian plan should be included in the County Pedestrian Plan to serve as a useful framework for future pedestrian infrastructure. Prioritize sidewalks completion and safe crossings along corridors identified by TriMet's Southeast Service Enhancement Plan as corridors for future transit service, such as Jennings Rd and Roots Rd.	Tri-Met	The County recently received funding to update the Pedestrian and Bikeway Plans. This comment will be forward to the project manager.	12	<ul style="list-style-type: none"> ZDO 1007 Performance Clackamas Goals 1, 2, 3, 5
Input 20	Miscellaneous ZDO amendments mostly related to transportation system	Consider amendments to the ZDO to provide greater clarity, repeal obsolete provisions and resolve conflicting provisions	Development Engineering Staff	The proposed amendments can be evaluated as part of the ZDO Audit project.	15	ZDO 1005, 1006, 1007, 1009, 1015, 1021, 1307
Chapter 6: HOUSING						
Input 21	Land Use Housing Strategies (Continued from FY20/21)	Continue project currently underway on Long Range Planning Work Program	Planning and Zoning Staff	On current work program and projected to be extended into FY22/FY23	Staff	<ul style="list-style-type: none"> Multiple ZDO Sections (e.g., 315, 824, 825, 839, 1012, 1015) Performance Clackamas Goals 3 and 5

Input 22	Housing Strategies - Update	<i>H-1A: Low Density Residential Zoning Policies – Based on the housing needs analysis, amend policies to apply different low-density residential zones (R-2.5-R-30)</i> Amend H-1A of FY20/FY21 work program, shown above, to implement middle housing in low-density residential districts.	Portland Metro Association of Realtors Home Builders Association of Metro Portland	This is already included in the Land Use Housing Strategies project.	8,9	<ul style="list-style-type: none"> • Performance Clackamas Goal 3
Input 23	Housing Strategies - Update	Amend H-1B of FY20/FY21 work program to incorporate HB2001 and HB2003 implementation actions over the next two years; Including review all fiscal tools available, including state and federal options to encourage housing production and complement current housing strategies (Phase 1) to include multiple units in core TOD areas and consistent with ORS 307.	Portland Metro Association of Realtors Home Builders Association of Metro Portland	Most of HB 2003 is applicable only to cities. Fiscal tools are outside the scope of the ZDO.	8,9	<ul style="list-style-type: none"> • Performance Clackamas Goal 3
Input 24	Housing Strategies – Update	<i>H-1C: Protect Neighborhood Character and R-10 Zoning.</i> Remove this from the work program because it runs counter to infill requirements in urban areas.	Susan Hansen	H-1C was included in the FY20/FY21 work program based on community input and is expected to focus on potential amendments to the zone change criteria for the various low density residential zones. Middle housing allowances in HB 2001 (2019) will apply in the R-10 zone.	4	
Chapter 7: Public Facilities and Services						
Chapter 8: Economics						
Input 25	ISSUE Paper - Update Chapter 8 (Continued from FY20/FY21)	Update Comprehensive Plan Chapter 8, Economics	Planning and Zoning Staff		Staff	<ul style="list-style-type: none"> • Performance Clackamas Goal 1
Input 26	Clackamas Regional Center Plan -	Igniting redevelopment and supporting future economic development.	Planning and Zoning Staff	It has been over 20 years since the land use plans for the Clackamas Regional Center area have been reviewed. Potential for Metro Region 2040 Grant.	Staff	<ul style="list-style-type: none"> • Performance Clackamas Goal 1
Input 27	Artisan Manufacturing	Adopt a definition of “Artisan Manufacturing” and allow the use in the C-2 and C-3 zones.	Historic Downtown Oak Grove Oak Grove Community Council	Last year the county adopted ZDO amendments to allow the manufacture of edible and drinkable products in several zones, including C-2 and C-3. The C-3 zone also allows any type of manufacturing that does not include primary processing of raw materials.	5,11	<ul style="list-style-type: none"> • ZDO 202, 510 • Performance Clackamas Goal 1
Chapter 9: Open Space, Parks and Historic Sites						
Input 28	Luscher Farm Local Parks Master Plan	Adopt a local parks master plan for Luscher Farm to support existing and planned uses at the farm and on associated public open space properties	City of Lake Oswego	The subject site is city owned property. It is outside of the North Clackamas Parks and Recreation District, outside City limits and zoned EFU but inside an urban reserve. Based on a variety of factors, the only viable path to legalize existing uses on this site in the near-term appears to be adoption of a local parks master plan. The city has expressed a willingness to provide staffing to complete substantial portions of the project.	13	

Input 29	Historic Overlay Districts	Secure added protection of historic structures in historic overlay districts during the land division process.	Oak Grove Community Council	The ZDO includes a historic overlay district and applies regulations to the alteration and demolition of designated historic structures. This proposal would increase the regulatory protections for designated historic resources.	11	<ul style="list-style-type: none"> ZDO 707
Input 30	Urban Wetlands	Amend ZDO to provide wetlands and related recharge areas with the same protections as other resource open space in the urban area.	North Clackamas Watersheds Council	Evaluation of implications is needed, likely through an Issue Paper on the county's Open Space regulations	16	<ul style="list-style-type: none"> ZDO 1011 Performance Clackamas Goal 4
Chapter 10: Community Plans and Design Plans						
Input-31	Community Design Plan for McLoughlin Blvd	Develop a community design plan for McLoughlin Blvd – create a design plan with standards and guidelines, revised street sections and potentially form-based codes.	Oak Grove Community Council	The development and design standards recommendations from the Park Ave Community Project are moving forward into the Planning Commission process. Adoption and implementation are needed before similar projects along McLoughlin are undertaken.	11	<ul style="list-style-type: none"> ZDO 315, 510, 1000 Performance Clackamas Goals 1, 2, 3, 4 and 5
Input-32	McLoughlin Area Natural Habitat Strategies	Develop a habitat-friendly development program for the McLoughlin area in order to provide voluntary guidelines or incentives to developers to protect natural habitat as part of new development	Oak Grove Community Council	This would be a new program for the county and would require a commitment of staff time for ongoing administration responsibilities if adopted.	11	<ul style="list-style-type: none"> Performance Clackamas Goal 4
Input-33	Wildlife and Recreation Corridors	In the McLoughlin area, identify and designate wildlife and recreation corridors linking to parks, open spaces and waterways	Oak Grove Community Council	Metro currently facilitates a Regional Wildlife Habitat Connectivity Working Group which is developing a Strategic Action Plan	11	<ul style="list-style-type: none"> Performance Clackamas Goal 4
Other						
Input-34	Minor and Time-Sensitive ZDO Amendments – Yearly	Completed yearly to address time-sensitive and minor amendments	Planning and Zoning Staff	During development of the current work program, staff proposed that a package of minor and time-sensitive ZDO amendments be completed yearly in order to address problems identified in the code, implement new state/regional requirements and respond to community requests for relatively simple amendments that do not require a high degree of research or public outreach. Staff found this to be an effective approach last year and has begun work on this year's package. We would like to continue this practice for FY22/FY23	Staff	<ul style="list-style-type: none"> Performance Clackamas Goal 5
Input-35	Completion of ZDO Audit – (Continued from FY20/FY21)	Continue and complete multi-year Zoning and Development Ordinance audit	Planning and Zoning Staff	On current work program and projected to be extended into FY22/FY23	Staff	<ul style="list-style-type: none"> Performance Clackamas Goal 5
PROPOSALS NOT SUITED FOR THE LONG-RANGE PLANNING WORK PROGRAM						
Input-36	Activity Clusters in the McLoughlin Area	Develop commercial or mixed use activity clusters at key locations in the McLoughlin area through leveraging public-private partnerships, public investment in infrastructure and funding improvements through revenue increases resulting from increased property values in the area	Oak Grove Community Council	This does not appear to be a planning project, but rather a public investment and/or urban renewal program.	11	
Input-37	Public Art Standards	Adopt design standards for art in or adjacent to the public right-of way and create incentives or	Oak Grove Community Council	This would be a new program for the county and would require a commitment of	11	

		requirements, and perhaps a fee-in-lieu-of program, for dedicating space for and creating public art installations.		staff time for ongoing administration responsibilities if adopted.		
Input-38	Pre-Application Conference Notification	Email active CPOs a “request for response” for pre-application conferences on sites within their boundaries. Include the CPO responses as part of the conference notes provided to the applicant.	Oak Grove Community Council	Implementation of this would not require a zoning code amendment.	11	
Input-39	Application Narrative	Require applicant narrative for all Type II/III land use applications to address how the proposal complies with all of the relevant approval criteria and standards.	Oak Grove Community Council	The ZDO already requires that applicants address the relevant approval criteria, and this is typically done through a combination of responding to questions on the application form, narrative, and plans. The concern here may be more about quality control of submitted applications than it is about a zoning code amendment.	11	
Input-40	Waterway Access	In the McLoughlin area, improve access to Willamette River and streams	Oak Grove Community Council	This does not appear to be a zoning code amendment issue. This project is likely better suited as park acquisition under the North Clackamas Parks and Recreation District	11	
Input-41	Stafford Area Preliminary Infrastructure Feasibility Assessment	Resurrect the Stafford Area Project (<i>T-3 2019-2020: the project was removed from the list because Metro withdrew funds reserved for the project</i>) Work with Tualatin, West Linn, Lake Oswego and Wilsonville to apply for a Metro Grant for infrastructure planning in the Stafford Area urban reserve.	Portland Metro Association of Realtors Home Builders Association of Metro Portland	Metro withdrew grant funding to complete the Stafford Area Preliminary Infrastructure Feasibility Assessment project due to necessary multi-jurisdiction conversations and decisions to be completed prior to commencing project. The county is not anticipated to be the lead on projects related to urbanization in this area.	8, 9	
Input-42	Density increase at transit-supported areas	Consider higher thresholds for transit-support densities than those currently identified in the draft Plan. Three households per gross acre and 4 employees/gross area as “transit supportive”. These proposed densities are the minimum threshold for infrequent transit service (hourly serve), therefore TriMet encourages higher figures to qualify transit-supportive, in particular those area near TriMet service districts under consideration.	Tri-Met	This comment is directed at the current Transit Development Plan project.	12	
Input-43	Transit improvement projects	The Regional Enhanced Transit Concepts is a partnership between Metro and TriMet – a data driven approach to select opportunity sites where bus congestion on road systems exist. Transit improvement projects or such projects are funded with TriMet and Metro regional funds. Partnership with Clackamas County are needed.	Tri-Met	Specific changes to the Comprehensive Plan and ZDO are not needed to move forward with ETC projects.	12	
Input-44	Neighborhood Identification	Develop a grid of neighborhoods with distinct names to better associate with different areas.	Oak Grove Community Council	This does not appear to be a land use or transportation planning project. If the county decided to pursue this, it might fit within the PGA program similar to CPOs, Hamlets, etc.	11	
Input-45	Capital Improvements	1. Realign dangerous intersection of Judd Rd. and Hwy. 211, any improvements. Some kind of signal is needed-backup on Judd has taken up to 1.5 Hours to get up	Eagle Creek Barton Community Council	Capital construction projects, rather than planning projects	6	

		<p>Judd and cross intersection when traffic is diverted from highway, which happens frequently.</p> <ol style="list-style-type: none"> 2. Turn lane from Hwy. 224 (east) at Amisigger Rd., and from Amisigger onto Hwy 224. Improve Hwy 224 and Amisigger Rd intersection. 3. Review speed limit on Eagle Creek Rd.;-consensus was 45 MPH. 4. Realign intersection of Currin Rd. and Eagle Creek Rd., site distance. 5. Improve narrow lane width on rural roads 6. Realign Judd road at Hwy 211 intersection. 7. Continue Duus Rd to Hwy 224 at Eagle Creek Rd intersection. 8. Improve Eagle Creek Road intersection at Heiple Road 9. Improve Heiple Road to Hwy 224. 				
Input-46	Parks and open space	Acquire property and/or develop parks and open space in the McLoughlin area	Oak Grove Community Council	This is a project suited for the North Clackamas Parks and Recreation District.	11	
Input-47	Capital Improvements	Provide sharrows and “share the road”, or “bicycles may use full lane” signage on South Clackamas River Drive	Peter Goodkin– Lake Oswego resident – former Ped/Bike Advisory Committee member	Capital construction project, rather than planning project	2	
Input-48	Rezone Property	Rezone three Mt. Hood-area lots from Recreational Residential to Rural Tourist Commercial	Welches Mountain Properties	As the property owner, Welches Mountain Properties may apply for a quasi-judicial Comprehensive Plan amendment and zone change. However, there is not a clear pathway to approval under state law or the county’s Comprehensive Plan.	14	
Input-49	Molalla River Path – Traverso Section and coordinating with the City of Canby	Coordination with the City of Canby on the Molalla River Path project for the section that extends into Clackamas County.	Bruce Parker	Clackamas County can participate in the project without adding this to the Long Range Planning Work Program	17	

FY 22/FY 23 Long Range Planning Work Program			
Exhibit #	Date received	Submitted by	Representative
1	11/30/20	Community Member	Peter Goodkin
2	11/30/20	Community Member	Peter Goodkin
3	12/6/20	Community Planning Organization Summit	Karen Bjorklund
4	12/7/20	Community Member	Susan Hansen
5	12/11/20	Historic Downtown Oak Grove	Suzanne Wolf
6	12/16/20	Eagle Creek Barton Community Planning Organization (CPO)	Brent Parries
7	12/16/20	Jennings Lodge Community Planning Organization (CPO)	Karen Bjorklund
8	12/17/20	Home Builder Association	Roseann Johnson
9	12/17/20	Portland Metropolitan Association of Realtors	Michele Gila
10	12/17/20	Sustainability and Solid Waste	Rick Winterhalter
11	12/18//20	Oak Grove Community Council	Joseph Edge
12	12/18/20	TriMet	Guy Benn and Eve Nilenders
13	12/18/20	City of Lake Oswego	Martha Bennett
14	12/21/20	Welches Mountain Properties	Bob and Margaret Thurman
15	12/29/20	County Engineering – Development Review	Rick Nys
16	12/15/20	North Clackamas Watersheds Council	Neil Schulman and Joseph Edge
17	3/8/21	Community Member	Bruce Parker

Buehrig, Karen

To: Peter Goodkin
Subject: RE: Suggestion for transportation project

Warning: External email. Be cautious opening attachments and links.

Lorraine Gonzalez,

As a resident of Lake Oswego, a former member of the LO Transportation Advisory Board and former chair of the Clackamas County Pedestrian and Bicycle Advisory Committee, I suggest an attempt to re-engage with Lake Oswego on the Oak Grove to LO ped-bike bridge. This should wait until the newly elected members of the City Council have been seated.

Appreciate your time and consideration in this matter.

Peter E. Goodkin, MD
16181 Matthew Ct
Lake Oswego OR 97034
pgoodkin1@aol.com

[Spam Email](#)
[Phishing Email](#)

Buehrig, Karen

To: Peter Goodkin
Subject: RE: Suggestion for transportation project

Subject: Suggestion for transportation project

Lorraine Gonzalez,

Another suggestion, a little less expensive: Sharrows and 'Share the Road' or 'Bicycles May Use Full Lane' on S Clackamas River Drive.

Appreciate againn your time and consideration in this matter.

Peter E. Goodkin, MD
16181 Matthew Ct
Lake Oswego OR 97034
pgoodkin1@aol.com

December 6, 2020

TO: Lorraine Gonzales, Clackamas County Senior Planner
SUBJECT: Requests, Issues, and ZDO Changes that could Address Them, as Proposals for the **LRP Work Program**, submitted on behalf of CPO Summit members

**Proposing Changes to the Zoning Ordinance on
the Appeal Period and Appeal Hearing Notice for Type II Land Use Applications**

In order to take actions like appealing a land use decision, a Community Planning Organization must arrange and make those decisions in public meetings with proper public notice. Because of what's involved with that process for the volunteers of the CPO, there is language in the County Zoning Ordinance about Type II land use appeals that can impair the ability of a Community Planning Organization to involve the community and appeal County land use decisions to the County; and can impair their ability to publicly gather and create testimony for hearings on land use appeals.

Request 1: Change ZDO language to extend period for appealing County staff land use decisions on Type II land use applications in certain circumstances

Issues: The ZDO only allows 12 days to appeal a County staff decision on a land use application, which impacts Type II land use applications. For some CPOs, this has not been enough time for the CPO to receive the staff decision; have volunteers research and understand it; arrange for and hold a public meeting with required notice at which to make an appeal decision; and then have volunteers find time to create and submit the appeal documentation.

The ZDO does waive the appeal fee for CPOs if they are able to get all the steps completed in 12 days, including the public meeting, and some CPOs and communities have been able to benefit from this. Unfortunately, when there is community concern about a Type II decision and the CPO isn't able to complete these steps in 12 days, community members over the years have had to press on independently and pay the fee themselves (now up to about \$250). This undermines the intent of waiving the fee for CPOs; as well as impairing the ability of a CPO to assist the County in carrying out State Goal 1, one of the purposes for the CPO program.

Possible Solutions: CPO Summit members talked about two approaches for consideration. One approach would be to extend the appeal period in ZDO 1307.13 to 35 days. However, CPO Summit members discussed that the majority of Type II County land use decisions don't generate appeal considerations in the community, so there is no need to make the appeal period longer on *all* Type II decisions.

This led to development of an alternate approach with objective criteria and time frames that would only be used in limited circumstances by CPOs and not affect the majority of land use decisions. It involves a "notice of intent" process for CPOs for which some sample language follows, written as a possible addition to ZDO 1307.13:

- CPO Notice of Intent to Deliberate on an Appeal: Within 12 days of the date of mailing of the notice of the decision, an active community planning organization that is recognized by the County may file a notice of intent to call a public meeting to deliberate on whether to appeal a land use decision, if it has received a request to deliberate from at least the number of voting members required in its bylaws for a meeting quorum.
- The active community planning organization must notify the Planning Director in advance of the date of its public meeting, and send the Planning Director an email notification within 24 hours after the public meeting whether or not the active community planning organization has decided to file an appeal.
- The public meeting must be held, and filing of any appeal must be received by the Planning Director, within 35 days of the date of mailing of the notice of decision.

Functionally, CPOs would email or otherwise notify their voting members of the land use decision; and give a deadline for requests that the CPO deliberate on an appeal. If the number of requests from voting members meets their meeting quorum requirement, the CPO would send the Planning Director a notice of intent to deliberate by Day 12.

CPO Summit members are open to other ideas for how to address the appeal period issues, but wanted to provide some concepts upfront for consideration.

Request 2: Change ZDO language to extend amount of notice CPOs are given of appeal hearings on Type II land use decisions

Issue: The ZDO requires that CPOs (and others) are only given 20 days notice of appeal hearings on Type II land use applications. This is sometimes not enough time for CPOs to have a public meeting, gather community comment, and have volunteers work on testimony in their spare time to present at a public hearing. This is especially true if a community party other than the CPO requested the appeal - CPOs may be expected by community members to present testimony, and may not have previously been preparing for it.

Possible Solution:

Amend ZDO Subsection 1307.13(D)(2)(a)(i) [Appeals] to say:

A minimum of **35** days prior to the first public hearing on the appeal, written notice of the appeal and the hearing shall be mailed to: i. Those who were entitled to notice pursuant to Subsection 1307.09(A)(1).

As above, CPO Summit members are open to other ideas for how to address this issue.

CPO Summit members look forward to the opportunity of working with the County on changes to the Zoning Ordinance that create even better public involvement in Clackamas County's land use planning process.

Thank you for your consideration,
Karen Bjorklund

For the CPO Summit

Buehrig, Karen

To: Susan Hansen
Subject: RE: Clackamas County Long Range and Transportation Workprogram 2021-2023

From: Susan Hansen <foxglovefarm@inbox.com>
Sent: Monday, December 7, 2020 12:10 PM
To: Gonzales, Lorraine <LorraineGo@clackamas.us>
Subject: RE: Clackamas County Long Range and Transportation Workprogram 2021-2023

Hi again Lorraine,

If as I said in previous email, the part I am objecting to is about protecting certain areas from infill mandates, please also add the attached to the record. It was written in Dec. 2018 and was published soon after in the Clackamas Review as an op-ed.

Susan Hansen

-----Original Message-----

From: lorraine@clackamas.us
Sent: Mon, 7 Dec 2020 19:06:04 +0000
To: foxglovefarm@inbox.com
Subject: RE: Clackamas County Long Range and Transportation Workprogram 2021-2023

Good Morning Susan,

Thank you for your email in response to the 2021-20223 Clackamas County Workprogram. I would like to understand the email comment in regards to H-IC. I am not familiar with that term. Would you kindly provide some clarification so that I may correctly categorize the comment?

With Thanks

Lorraine Gonzales, Senior Planner

lorraine@clackamas.us

From: Susan Hansen <foxglovefarm@inbox.com>
Sent: Monday, December 7, 2020 10:56 AM

To: Gonzales, Lorraine <LorraineGo@clackamas.us>

Subject: RE: Clackamas County Long Range and Transportation Workprogram 2021-2023

Warning: External email. Be cautious opening attachments and links.

Regarding H-1C: I find it counter to the mandates for allowing INFILL IN ALL RESIDENTIAL ZONES and elitist to work on any kind of protection like that. I expect you will be challenged if you attempt to protect any urbanized areas from infill based on "character" and I would fully support any lawsuit that would result from Clackamas County protecting any urbanized residential areas from the state mandated infill requirements. I find it disgusting to see this listed.

Sincerely,

Susan Hansen

I have grave concerns about Clackamas County commissioners considering policies that would allow urbanized incorporated areas like Jennings Lodge and Oak Grove to avoid infill. A Dec. 4 policy session about Low Density Zoning noted:

"The second part of this project is in response to work program suggestions submitted by the Jennings Lodge and Oak Grove Community Planning Organizations and the McLoughlin Area Plan Implementation Team. Oak Grove Community Council and MAP-IT cited the McLoughlin Area Plan Phase II priority to "modify the existing ZDO to better protect neighborhoods from up-zoning and incompatible development. Jennings Lodge CPO asked to have R-10 zoning frozen in their area, higher standards for zoning approvals in their area, and/or a limitation on the amount of development or infill allowed in their area."

How could any County Commissioner honor elitist NIMBY demands of Oak Grove and Jennings Lodge for special treatment to avoid infill and higher density? Those places, like all the urbanized unincorporated areas of Clackamas County, enjoy all the benefits of being in Metro - transit choices, services, jobs, entertainment, etc. - yet continually want the self-governing choices of cities without having the courage to incorporate to direct their own futures.

Long ago I heard a County presentation about the need for these urbanized unincorporated areas to incorporate or to annex into existing cities. As a rural resident of Clackamas County, I am shocked that the BCC would ever consider giving special treatment to those specific areas, no matter how vocal their CPOs are about planning. CPOs are not City Councils.

Higher density should be a priority goal for all low density areas of the urbanized County. There is a dire need for affordable housing, so it is beyond ludicrous to see any discussion of giving any urbanized areas special treatment. It is long overdue to provide a diverse mix of housing opportunities in all areas of urbanized unincorporated Clackamas County.

To protect Clackamas County from sprawl that eats up resource lands in rural areas, those in urban areas need to accept that the trade-off for living urban with all the urban perks is increasing density. I support infill and higher density in all urbanized areas that don't have physical limitations. **Any Commissioner supporting density exceptions for "pet" areas like Oak Grove and Jennings Lodge will be showing extreme bias and favoritism.** The BCC should encourage those areas to incorporate if they wish to make special rules for their so-called "communities" - otherwise they need to accept that higher urban density is necessary to provide the mixes of affording housing we lack in Clackamas County. The County will set itself up for land use challenges if it allows "special" low density zoning.

Contact the BCC and tell them it is not acceptable to allow CPOs to define "incompatible development" or to reject much needed infill.

Susan Hansen, rural Clackamas County
 PO Box 50, Molalla
 33381 S. Sawtell Road Molalla

Buehrig, Karen

To: Suzanne Wolf
Subject: RE: Long-Range Planning Work Program

From: Suzanne Wolf <sznnwolf@gmail.com>
Sent: Sunday, December 13, 2020 8:29 PM
To: Gonzales, Lorraine <LorraineGo@clackamas.us>
Subject: Re: Long-Range Planning Work Program

Warning: External email. Be cautious opening attachments and links.

Lorraine,

Thank you for pointing this out. This year, the BCC approved the manufacturing of edible and drinkable products in zones C-2 and C-3.

For the 2021-2023 work program, it is now our request that the Board of County Commissioners add an *artisan* manufacturing definition to the local land-use code. This addition will allow for other types of businesses other than bakeries and brewpubs, for example, in our downtown. The HDOG Board has created a definition for the Planning Commission's and BCC's consideration. The definition could read . . .

Artisan/Craft Product Manufacturing: Establishments manufacturing and/or assembling small products primarily by hand and/or small-scale, light (produces little-to-no vibrations, noise, fumes or other nuisances) mechanical and electronic tools for the manufacturing of finished products (non-food and food/beverage) or parts including design, processing, fabrication, assembly, treatment and packaging of products; as well as the incidental storage, sales and distribution of such products. Also includes manufacturing establishments producing small products not classified in another major manufacturing group.

Suzanne

On Dec 13, 2020, at 7:12 PM, Gonzales, Lorraine <LorraineGo@clackamas.us> wrote:

Suzanne,

I have included your request in our 2021-2023 Planning and Transportation long range program, but I believe your request below has already been addressed in our 2019-2020 work program. See Table 510-1 of Section 510 and look under manufacturing of edible and drinkable productions. I believe this language covers your request. If it does not please let me know.

Section 510: <https://dochub.clackamas.us/documents/drupal/439eecef-f529-4215-9650-44333a87124a>

Thank you

Lorraine Gonzales, Senior Planner

Clackamas County DTD – Planning and Zoning Division
150 Beavercreek Rd, Oregon City, OR 97045

lorrainego@clackamas.us

Hours: Monday-Thursday 7:30am-6pm

-----Original Message-----

From: Suzanne Wolf <sznnwolf@gmail.com>

Sent: Friday, December 11, 2020 12:14 PM

To: lorrainego@clackamas.us

Subject: Long-Range Planning Work Program

Lorraine,

Historic Downtown Oak Grove (HDOG) is a local 501c3 organization whose mission is to revitalize the downtown district of Oak Grove. We request that the addition of a land use category for artisan manufacturing for use in the commercial zoning districts in our community (C-2, C-3) is included in the county's long-range planning work program for the next biennium.

On behalf of the HDOG Board,

Suzanne Wolf, HDOG President

Buehrig, Karen

To: Eagle Creek Barton C P O
Subject: RE: Long-Range Planning Work Program

Lorraine,

Department of Transportation and Development (DTD) Long Range Planning program has given an important opportunity for the public to comment and suggest Ideas that would help with logistics within the County working towards long range planning.

Looking through the Work Program for 2019-2021 we realized in our area the Barton Park Complex Master plan was the only project in our community. Certainly the Sunrise Corridor is a huge priority to get better access from I-205 to Hwy 26 east.

The Eagle Creek/Barton CPO and all of its members would like to suggest that the most important key is to save its infrastructure. The investment that was made by our ancestors must be protected before we are forced to make the complete capital investment again. There are many roads and bridges in the Rural Unincorporated areas that are not up to State standards.

Eagle Creek/ Barton CPO would like to include into The long Range Planning Program:

Improved intersection of Highway 224 and Amisigger Road, including turn lanes on both roadways.

Realignment of Judd Road at the intersection of Highway 211

Re Evaluate Zoning along Eagle Creek Road from Currin road North to Highway 211 (Properties that are being used as commercial that are in fact, TBR,RRFF10,RRFF5 and EFU)

Duus Road intersection at Eagle Creek Road (Possibly continuing Duus rd. to Hwy 224)

Eagle Creek Road intersection at Heiple Road.

Heiple Road to Highway 224.

The Duus road project along with expansion of Estacada City Boundaries has 2 major subdivisions with additional 500 homes now being developed. With this comes the fact that most will be a 2 person income and will cause traffic to increase by 1000 more automobiles a day impacting these areas.

Please consider these projects in the Long Range Planning Program.

Thank You,
Brent Parries
Chairman

Eagle Creek Barton Community CouncilS
P O Box 101
Eagle Creek Oregon 97022
eaglecreekchttps://sites.google.com/a/eaglecreekbarton.com/www/po@gmail.com

12-1-2020 Jennings Lodge CPO Proposals for the County's Long Range Planning Work Plan***Preserve Current Tree Canopies***

To preserve the tree canopy for current and future residents of communities inside the urban growth boundary, we ask for language in the Zoning Ordinance that requires: (1) building limitations on developments to protect tree canopies for acreage with certain tree densities (acreage with over a specified percentage of tree canopy or number of trees per acre); and (2) that developments must be submitted as a planned unit developments if the proposed development has acreage containing over a certain percentage of tree canopy or number of trees per acre, so that at least 20% of the treed land is preserved in open space tracts in order to protect and save significant trees.

Require Alternatives Analysis for Development Proposed to Impact Natural Resource Overlay Districts

We support the Oak Grove Community Council proposal that for development in Natural Resource Overlay Districts (HCA, WQRA, WRG, SBH, FMD, etc.) and those subject to the Tree ordinance (ZDO 1002.04), the ZDO be amended 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 (a "code-compliant" proposal), and then to describe why recommended design techniques are not feasible (the applicant's "preferred alternative"). In addition, 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.

Also Establish ZDO 1002.04 Definition of "Feasible"

The first sentence of ZDO 1002.04 (A) states that "Existing wooded areas, significant clumps or groves of trees and vegetation, consisting of conifers, oaks and large deciduous trees, shall be incorporated in the development plan wherever feasible." The dictionary and common meaning of "feasible" is "capable of being accomplished", a definition which we ask be included in the ZDO as it relates to 1002.04 (A), and also be applied to the preservation of trees. In other words, if it's possible to create a development and leave trees ("capable of being accomplished"), that is what should be done.

Provide Public with Meaningful Analysis/Input on Storm Water Plans Before County Approvals

Currently, development applications are only required to have a statement from a jurisdictional surface/storm water authority that essentially some type of surface water system is feasible - no jurisdictional assessment of an actual surface or storm water plan is required before the County makes a decision on the application. Storm water planning is an integral and important part of an overall land use development plan, and can create local flooding and other negative consequences if not handled properly from the outset, so it shouldn't be left to be settled after the County approves an application. We ask for a requirement in the Zoning Ordinance that jurisdictional storm water authority comments on the actual storm water plan proposed (not just a statement of general feasibility) be submitted either with the application for public information, or before the public hearing on a Type III application, to provide a meaningful analysis for public input on storm water plans that may be pertinent to the County's overall approval of a land use application.

Extend Type II Appeal Time and Notice of Appeal Hearings

Together with the CPO Summit, we ask for extensions to the appeal time period and notice of appeal hearings that more realistically allow CPO's to involve and help their communities in appealing Type II land use decisions, to create better public involvement in Clackamas County's land use process.

Buehrig, Karen

To: Roseann Johnson
Subject: RE: Planning and Zoning Division 2021-23 Work Program request for input

Hello Lorraine,

I am responding to your request for input to Clackamas County's 2021-2023 Long Range Work Program. My input references the current 2019-2021 Long Range Work Program. Please find my recommendations/requests on behalf of HBA, below.

- Amend H-1A to implement Middle Housing and HB2001 in Low Density Residential Zones.
- Officially incorporate HB2001 (Middle Housing) into H1-B. Additionally, incorporate HB2003 (Housing Capacity Analyses and Housing Production Strategies) implementation actions over the next two years into H-1B. Add sub-project to H1-B to review all fiscal tools available, including state and federal options, to encourage housing production and complement current Housing Strategies Phase 1. These include, but are not limited to: Multiple-unit housing in core areas/transit oriented districts: ORS 307.600 to 307.637; Single unit housing: ORS 307.651 – 687; Vertical housing development zones: ORS 307.841 to 307.867; Land owned by a nonprofit and held for building residences for low-income individuals: ORS 307.513; Property owned or leased by a charitable institution and operated as low-income housing: ORS 307.130; Newly rehabilitated or constructed multiunit rental housing: ORS 307.867; Nonprofit corporation low-income housing, ORS 307.540 - .548.
- Revise H-1C to implement HB2001 Middle Housing in R-10 zoning.
- Refine T-1 and T-8 in light of court ruling that affirmed Damascus disincorporation. Specifically, audit and confirm the current status that Metro and ODOT have assigned to the Sunrise Corridor Phase II, C2C and any other regional corridors of importance. This could involve strategic coalition building with cities and other stakeholders to track and petition elevated importance to these corridors.
- Revise T-3, which was removed, to reinstate a Stafford project. Specifically, work with Tualatin, West Linn, Lake Oswego and Wilsonville to apply for a robust Metro grant for infrastructure planning in the urban reserve Stafford Area.
- Add project for HB2306 (2019) implementation. This bill requires jurisdictions to issue building permits upon substantial completion of infrastructure.
- Add project to address 5G/Small Cell wireless facility owner responsibilities when county standards trigger Right-of-Way improvements, whether those improvements are conducted by the county, property owner, or any other entity.
- Add project to evaluate reimbursement districts in the County. This would include auditing top-priority county infrastructure projects that have close geographical and SDC fiscal alignment with upcoming development areas.

Please let me know if you have any questions.

Thank You,

Roseann

Roseann Johnson
 Assistant Director of Government Affairs

Home Builders Association of Metro Portland
c 971.221.6734 | d 503.603.4515 | o 503.684.1880
RoseannJ@Hbapdx.org | hbapdx.org

Buehrig, Karen

To: Michele Gila
Subject: RE: Planning and Zoning Division 2021-23 Work Program request for input

Good afternoon Lorraine,

I'd like to introduce myself to you as the Director of Realtor® Advocacy for the Portland Metropolitan Association of Realtors®. Will you please update your mailing list to include me, as Jane Leo is no longer with our Association? All contact information for me is below. Thanks to Roseann at HBA, I've been made aware of your request for input, and I'd like to take the opportunity to do so today. As you will see, PMAR aligns in many ways with HBA, particularly with regard to much-needed infill housing needs. The Portland Metro area has a historic all time low 1 month of inventory now. To say we have a housing crisis would be an understatement. To that point, here are my recommendations and requests on behalf of PMAR, which mirror the input Roseann has provided:

- Amend H-1A to implement Middle Housing and HB2001 in Low Density Residential Zones.
- Officially incorporate HB2001 (Middle Housing) into H1-B. Additionally, incorporate HB2003 (Housing Capacity Analyses and Housing Production Strategies) implementation actions over the next two years into H-1B. Add sub-project to H1-B to review all fiscal tools available, including state and federal options, to encourage housing production and complement current Housing Strategies Phase 1. These include, but are not limited to: Multiple-unit housing in core areas/transit oriented districts: ORS 307.600 to 307.637; Single unit housing: ORS 307.651 – 687; Vertical housing development zones: ORS 307.841 to 307.867; Land owned by a nonprofit and held for building residences for low-income individuals: ORS 307.513; Property owned or leased by a charitable institution and operated as low-income housing: ORS 307.130; Newly rehabilitated or constructed multiunit rental housing: ORS 307.867; Nonprofit corporation low-income housing, ORS 307.540 - .548.
- Revise H-1C to implement HB2001 Middle Housing in R-10 zoning.
- Refine T-1 and T-8 in light of court ruling that affirmed Damascus disincorporation. Specifically, audit and confirm the current status that Metro and ODOT have assigned to the Sunrise Corridor Phase II, C2C and any other regional corridors of importance. This could involve strategic coalition building with cities and other stakeholders to track and petition elevated importance to these corridors.
- Revise T-3, which was removed, to reinstate a Stafford project. Specifically, work with Tualatin, West Linn, Lake Oswego and Wilsonville to apply for a robust Metro grant for infrastructure planning in the urban reserve Stafford Area.
- Add project for HB2306 (2019) implementation. This bill requires jurisdictions to issue building permits upon substantial completion of infrastructure.

Good afternoon Lorraine,

I'd like to introduce myself to you as the Director of Realtor® Advocacy for the Portland Metropolitan Association of Realtors®. Can you update your mailing list to include me, as Jane Leo is no longer with our Association? All contact information for me is below. Thanks to Roseann at HBA, I've been made aware of your request for input, and I'd like to take the opportunity to do so today. As you will see, PMAR aligns in many ways with HBA, particularly with regard to infill housing needs. The Portland Metro area has a historic all time low 1 month of inventory now. To say we have a housing crisis would be an understatement. To that point, here are my recommendations and requests on behalf of PMAR, which mirror the input Roseann has provided:

- Amend H-1A to implement Middle Housing and HB2001 in Low Density Residential Zones.
- Officially incorporate HB2001 (Middle Housing) into H1-B. Additionally, incorporate HB2003 (Housing Capacity Analyses and Housing Production Strategies) implementation actions over the next two years into H-1B. Add sub-project to H1-B to review all fiscal tools available, including state and federal options, to encourage housing production and complement current Housing Strategies Phase 1. These include, but are not limited to: Multiple-unit housing in core areas/transit oriented districts: ORS 307.600 to 307.637; Single unit housing: ORS 307.651 – 687; Vertical housing development zones: ORS 307.841 to 307.867; Land owned by a nonprofit and held for building residences for low-income individuals: ORS 307.513; Property owned or leased by a charitable institution and operated as low-income housing: ORS 307.130; Newly rehabilitated or constructed multiunit rental housing: ORS 307.867; Nonprofit corporation low-income housing, ORS 307.540 - .548.
- Revise H-1C to implement HB2001 Middle Housing in R-10 zoning.
- Refine T-1 and T-8 in light of court ruling that affirmed Damascus disincorporation. Specifically, audit and confirm the current status that Metro and ODOT have assigned to the Sunrise Corridor Phase II, C2C and any other regional corridors of importance. This could involve strategic coalition building with cities and other stakeholders to track and petition elevated importance to these corridors.
- Revise T-3, which was removed, to reinstate a Stafford project. Specifically, work with Tualatin, West Linn, Lake Oswego and Wilsonville to apply for a robust Metro grant for infrastructure planning in the urban reserve Stafford Area.
- Add project for HB2306 (2019) implementation. This bill requires jurisdictions to issue building permits upon substantial completion of infrastructure.

ATTACHMENT C

- Add project to address 5G/Small Cell wireless facility owner responsibilities when county standards trigger Right-of-Way improvements, whether those improvements are conducted by the county, property owner, or any other entity.
- Add project to evaluate reimbursement districts in the County. This would include auditing top-priority county infrastructure projects that have close geographical and SDC fiscal alignment with upcoming development areas.

Very Sincerely,
Michele

Michele Gila

Director of REALTOR® Advocacy
Portland Metropolitan Association of Realtors®

GRI, C2EX, At Home With Diversity

150 SW Harrison St., Suite #200

Portland, OR 97201

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DAN JOHNSON
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD OREGON CITY, OR 97045

To: Lorraine Gonzales, Planning and Zoning
From: Rick Winterhalter, Sustainability and Solid Waste
Date: December 17, 2020
Subject: Long Range and Transportation Work program 2021-2023

In an effort to ensure, the County has adequate facilities to manage solid waste Sustainability and Solid Waste would like to review sections of the ZDO relating to composting. Composting is an important component of the County’s integrated solid waste system and the climate action plan. Our office looks forward to working on this project to ensure our codes maintain relevance with current state regulations and does not create unreasonable barriers to those wishing to compost in the County.

ZDO 834: State regulations for composting facilities have changed since ZDO 834 was adopted and language updates to ZDO 834 are warranted. Additionally, the operational standards in ZDO 834 should be cross referenced with the new State regulations for accuracy and to eliminate redundancies where appropriate.

ZDO 401.05: A review of this section will ensure the County’s farming community has the opportunity to use composting as a way to manage their waste and improve their soil.

Please let me know if you need anything else. Thank you for the opportunity to participate in this project.

Review of ZDO 834 and 401.05 Sustainability and Solid Waste

Thank you for the opportunity to collaborate on a review of the County's ZDO relative to composting facilities. Composting is a key component of the County's integrated solid waste management system and needs more certainty with respect to accepted activities and siting. Section 834 was written and last reviewed prior to the most recent updates to the OARs guiding the DEQ in their permitting process. We've suggest aligning the language and eliminating operational requirements that are better suited for the DEQ to review and enforce.

ZDO 401.05 requires a thorough review to ensure public protection and farms are not limited in their ability to produce and utilize compost. Some of the language in this section may require edits to align with OAR 340-96.

What specific changes are you requesting to ZDO 834?

- Terms have changed i.e. OAR 340-93-0030(43) no longer uses "Green" Feedstocks, have changed to Types 1,2,3, X; for County purposes no need to limit type of Feedstocks; DEQ/Metro (if in district) permits will address;
- It seems much of land use related requirements are covered in underlying zone requirements. For example in .02 Standards waterway protections are a key regulatory goal of a DEQ permit and more effective protections may come from other mitigation measures, that allow less distance; the underlying zone prescribed distance should be adequate;
- The operational and the intended public protections will come from DEQ permitting and oversight;
- .02 H. consider requiring County on-site access to operations plan upon request;

Are the changes required, or allowed but not required, by state law? Please provide the ORS reference.

- "Green" should be eliminated from the feedstock definition in order to be current with OAR 340-93-0030(43).
- ORS 459 gives the DEQ power to permit disposal sites, including compost facilities and provides the agency guidance through OAR 340-96-0060-0150. These rules are intended to protect the environment and minimize nuisance conditions. ZDO 834 predates these detailed rules.

What are the policy implications? In other words, what will the changes permit that is not permitted currently by the ZDO?

- Removing the definition of "Green Feedstocks" brings the ZDO current with OAR 340-93-0030 (43) relating to DEQ compost facility permitting-ORS 459. Removing the limitation provides broader opportunities for composters to locate, or to seek DEQ permits for feedstocks that are appropriate for local disposal needs. Composting is an important tool for managing solid waste and reducing greenhouse gases.
- Section 834 was written prior to the State's updating of the rules OAR 340-96-0060-0150. A DEQ permit addresses all of the operational standards intended for minimizing nuisances and environmental protections addressed in ZDO 834.

What specific changes are you requesting to ZDO 401.05?

- A thorough review in regards to the restrictions in the ZDO unrelated to OAR 660-033-0130.
- Change “materials” to feedstocks to align with DEQ definitions.
- a. vi. Extend the OAR reference to include OAR 340-96-0060-0150.
- Remove restrictions to the sources of materials (feedstocks).
- Remove restrictions to use of finished compost.
- Remove limitations to use of compost from farming operations.

Are the changes required, or allowed but not required, by state law? Please provide the ORS reference.

- Changing language to align with OARs 660-033 referenced in the ZDO eliminates ambiguity for applicants.
- The reference to the OARs should include each of the sections (-0060-0150) relative to composting.
- Much of the language in 401.05 is more restrictive than indicated in OAR 660-033-0130 (29)(a).

What are the policy implications? In other words, what will the changes permit that is not permitted currently by the ZDO 401.05?

- Composting is the preferred method of managing much of our organic solid waste while providing many benefits such as improving soil tilth, reducing pesticide use, and minimizing greenhouse gas production to name a few. This is an important component of the County’s integrated solid waste management plan.
- The County’s current rules may limit a farm’s ability to create, utilize and sell compost as part of their farming operation.
- Some of the County’s rural communities have expressed interest in offering their citizens the opportunity to have curbside collection of residential organics. The cost to transport the material limits those opportunities. Farms in proximity to these communities may find these land use rules limiting a successful business plan to utilize compost.
- A review of these rules is appropriate to ensure the public is protected and the farming community is not harmed.



December 18, 2020

ATTN: Lorraine Gonzales
Clackamas County Planning and Zoning Division
Department of Transportation and Development
150 South Beaver Creek Road
Oregon City, OR 97045
Re: 2021-23 Long Range Planning Work Program Requests

Ms. Gonzales,

During the fall of 2020, using the Zoom virtual meeting platform, the Oak Grove Community Council, a Goal 1 Community Planning Organization, held its regularly scheduled business meetings during which we issued announcements to the members in attendance that the Long Range Planning Work Program call for requests was open. We invited the public to contribute ideas during our public meetings or by email to our general contact email address. The Zoom meetings were recorded and published to our public YouTube channel. Announcements were also included in email newsletters, as were references to our YouTube channel. At our December 2nd regular meeting, the quorum of members present reviewed the suggestions and approved the following slate of projects that the OGCC requests to be included in the Planning Division's 2021-23 Long Range Planning Work Program.

Project requests are organized into sections of *Already-Funded Projects*, *McLoughlin Area Plan* projects, and *Miscellaneous Requests*. Descriptions of MAP projects are taken from the McLoughlin Area Plan Phase 2 report. We are prepared to meet with staff to help to clarify scope for any of the projects on our list.

While we recognize that resources are constrained and opportunities for including community-requested projects are limited, we would like to call attention to our community's recent track record of securing grant funding for planning and community development projects, including in partnership with Clackamas County. Where such opportunities may exist, we would again enthusiastically partner with staff to apply for grant funding that can help the community achieve its vision.

Already-Funded Projects

The Oak Grove Community Council would like to affirm our support for the following projects that we anticipate are already-funded and should be prioritized for the upcoming work program.

- Housing Strategies Project
- Pedestrian-Bicycle Master Plan
- Transit Development Plan

McLoughlin Area Plan Projects

The Oak Grove Community Council affirmed prior McLoughlin Area Plan (MAP) priorities and included four additional projects defined in MAP in this request. We believe that each of these projects can be addressed - in whole or in part - by amendments to the ZDO and should be studied in the context of long range planning.

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.

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.

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.

NEW: Develop Commercial or Mixed Use Activity Clusters at Targeted Locations Within the Plan Area (Oak Grove Blvd at McLoughlin Blvd)

Development and redevelopment will not occur at the same time all along the corridor, but rather in specific locations over time. During the development of the Plan, there was widespread support of new mixed-use development and housing near McLoughlin Boulevard if it is carefully planned. The idea of focusing new development in strategic activity clusters resulted in the identification of seven likely intersections or segments of the corridor and Oak Grove Historic Downtown.

Public-private partnerships will be essential in creating these activity clusters. In most cases, the catalyst sites may need a boost from public investment to redevelop; the catalytic nature of the projects means that public investment will help to leverage an increase in value not just on the catalyst site itself, but also on adjacent parcels that might not otherwise have redeveloped. Infrastructure investments from the public will encourage private investments in the activity. Funding can be used for planning and design, infrastructure, or property acquisition.

There was also strong support for locating mixed use or commercial activity clusters at strategic locations along McLoughlin Boulevard. While specific locations such as Park Avenue/McLoughlin**, Oak Grove/McLoughlin, and Historic Oak Grove consistently garnered support as the best places for revitalization to start, it will be important to maintain flexibility and be ready to seize opportunities as they arise, even if at a different location.

** - *The Park Avenue Community Project has completed and is in the implementation stage.*

Other McLoughlin Area Plan requests

The following three McLoughlin Area Plan requests come from the MAP Phase 2 Report Long-range Projects & Programs list, for which no detailed descriptions were provided. Accordingly, we will make ourselves available to engage the county and the public to help define scope for these long-range planning project requests that our members believe should be prioritized:

- **Identify and designate wildlife and recreation corridors linking to parks, open spaces and waterways**
- **Improve access to the Willamette River and streams**
- **Develop a grid of neighborhoods with distinct names to better associate with different areas.**

Miscellaneous Requests

Amend ZDO: Send “Request for Response” to Active CPOs for Pre-Application Conferences

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.

Amend ZDO: Require Applicant Narrative for Type II/III Land Use Reviews

We request that all applications that require Type II and Type III reviews 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 CPOs 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 the burden of proof for complying with all of the relevant approval criteria lies with the applicant, it is appropriate to require an applicant narrative describing compliance with each criterion 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.

Amend ZDO: Require Alternatives Analysis for Development Proposed to Impact Natural Resource Overlay Districts

For development in Natural Resource Overlay Districts (*HCA, WQRA, WRG, SBH, FMD*, etc.) and those subject to the Trees and Wooded Areas 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 (a “code-compliant” proposal), and then to describe why recommended design techniques are not feasible (the applicant’s “preferred alternative”). 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.

Amend ZDO: Additional Protections for Historic Overlay Districts

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 primary historic resource. Additionally, 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' 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.

Amend ZDO: Add definition for “Artisan Manufacturing”; permit as primary use when associated with retail use in the Community Commercial and General Commercial districts.

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 add a land use category for “Artisan Manufacturing” and to permit “Artisan Manufacturing” uses in the Community Commercial and General Commercial districts. During the public process for ZDO-276 (including permitting manufacturing of food and beverage products in commercial districts) the question was raised whether light manufacturing of certain types of non-food/beverage products might also be compatible in these districts. Examples of “Artisan Manufacturing” definitions can be found in other jurisdictions (e.g., Nashville, Tennessee) and can be used to constrain the types and manner of manufacturing to guarantee compatibility with neighborhood-scale, mixed-use commercial districts. Discussions on this subject occurred during the *Park Avenue Community Project*, and this may be addressed during the implementation phase of that project.

Public Art Standards

Several cities in Oregon and across the United States have adopted an ordinance for “One Percent for Art” that levies a fee upon large scale development projects in order to fund and install public art. While this may be outside the scope of the Long-Range Planning Work Program, the creation of a basic set of design standards for art in or adjacent to the public right-of-way is appropriate within this work program. The Oak Grove community ran into unexpected challenges when a mural was required as a condition of approval for a new commercial building in our area. The process for selecting an artist was left entirely to the applicant and, more importantly, the Hearings Officer required that the mural be installed on the wrong wall because there was no standard defined in the ZDO to prioritize placement of an art installation. Due to the dearth of civic and public spaces in the Oak Grove/McLoughlin Area, there are relatively few opportunities for public art installations. This project should result in updated development standards that help identify locations that are appropriate for public art installations, and create incentives and/or requirements, and perhaps a fee-in-lieu-of program, for dedicating space for and creating public art installations.

Thank you,

Joseph P Edge
Chair, Oak Grove Community Council

Buehrig, Karen

To: Nilenders, Eve
Subject: RE: Clackamas County Long Range and Transportation Workprogram 2021-2023

Dear Ms. Gonzales,

Thank you for the opportunity to comment on Clackamas County's LRP Work Program. Below, TriMet would like to comment on several broad points related to the Work Program:

- In Clackamas County's Transit Development Plan (item T-7), we urge the County to consider higher thresholds for transit-support densities than those currently identified by the draft Plan. The plan materials currently identify 3 households per gross acre and 4 employees per gross acre as "transit-supportive." It is important to recognize that these densities represent minimum thresholds for infrequent transit service (such as hourly service). We recommend that the County apply a higher figure to describe what qualifies as transit-supportive, particularly when areas within the TriMet service district are under consideration.
- The Regional Enhanced Transit Concepts is a partnership between Metro and TriMet that uses a data driven approach to select areas around the region where buses are getting stuck in traffic. With the commitment from local jurisdictions, TriMet and Metro are able to use regional funds to begin project development and design at these key locations. Projects are then handed off to the road authority to finish design and implement key transit improvements. TriMet continues to look for opportunities to partner with Clackamas County and focus in on lines with the greatest traffic congestion and highest ridership.
- We would like to call attention to the pedestrian mode and its importance as the primary mode by which people in the region access transit. TriMet recently completed its first Pedestrian Plan, and we are confident that Pedestrian Plan's analysis will provide a useful framework as the County considers its priorities for pedestrian infrastructure improvements.
- We also urge the county to prioritize sidewalk completion and safe crossings along those corridors already identified by TriMet's [Southeast Service Enhancement Plan](#) as corridors for future transit service, such as Jennings Rd and Roots Road.
- We are eager to promote higher density development around transit infrastructure and would urge the County to consider a partial or complete waiver of car parking requirements for projects in transit-served neighborhoods that meet certain defined density criteria and have car parking amenity nearby. We speak regularly with developers and we are often told that the requirement to provide car parking often limits project size and density. Specifically, while a developer will always provide sufficient car parking to meet tenant demand, over-provision of parking negatively impacts project viability (especially for larger projects) on account of the cost to develop car parking, and the lack of profit it delivers. With the increased use of ride share and other on-demand transport services, we would welcome the consideration of district parking solutions in transit-served neighborhoods.

Again, we appreciate the opportunity to offer feedback on the LRP Work program, and we look forward to continuing partnership with Clackamas County.

Sincerely,

Guy Benn
Program Manager, Transit-Oriented Development

Eve Nilenders

Service Planner



EVE NILENDERS

Planner

TriMet, Planning and Policy

1800 SW 1st Ave., Suite 300, Portland, OR 97201

Email: nilendee@trimet.org

Remote Cell: 503-509-9917

*To prevent the spread of COVID-19, I am teleworking.
You may contact me via email or on my cell, (503) 509-9917.*



December 18, 2020

Gary Schmidt, County Administrator (via email)
Clackamas County
County Administration
2051 Kaen Road
Oregon City, OR 97045

Re: Clackamas County 2021-2023 Long-Range Planning Work Program

Dear Gary,

The City of Lake Oswego requests that Clackamas County include the following project on the County's Long-Range Planning Work Program:

Adopt a Local Parks Master Plan for Luscher Farm to support existing and planned uses at the Farm and on associated public open space properties.

Background

Luscher Farm, once a dairy operation owned by Rudie and Esther Luscher, was purchased in 1990 by the City of Lake Oswego. The property and its buildings are maintained as an agricultural example with the intent to interpret and educate interested visitors in local food and organic plant production. In 2013, the City adopted the Luscher Area Master Plan (LAMP) encompassing the farm, historic homestead, and several adjacent open space parcels that the City had also acquired. The LAMP is attached for reference.

Earlier this year, Lake Oswego applied to Metro to add Luscher Farm to the UGB. We did this so that the City could someday annex the property, apply city zoning to it, and carry out the LAMP. The request was prompted in part by feedback we had received from County staff while seeking county land use approvals for Luscher Farm. Because the property is zoned EFU, we were told that certain longstanding park and open space uses on the site are not permitted under County code. These include trails, educational programming, children's day camps, and similar activities with larger gatherings of people.

Issue to be Addressed

The City appreciates the Clackamas County Board of Commissioners' support for our UGB application. Unfortunately, we recently learned that Metro staff does not believe that they can

make findings to approve the request and have recommended their hearings officer deny it. Adoption of a Luscher Farm local parks master plan would allow the continuation Luscher Farm park and open space uses consistent with the LAMP and County zoning.

Why should the County adopt a Local Parks Master Plan for a City-owned open space?

As concluded by the County, certain longstanding Luscher Farm park and open space uses (trails, educational programming, children's day camps, similar activities) are not permitted under County code. After consulting County Planning Director Jennifer Hughes and her staff, we believe that a local parks master plan for Luscher farm, adopted pursuant to ZDO 401.05(H)(2), could add much needed certainty in the land use permitting process. It would certainly be preferable to the status quo. It is also consistent with the County Strategic Plan, as it would:

- Build public trust through good government
- Ensure safe, healthy and secure communities
- Honor, Utilize, Promote, and Invest in our Natural Resources

Luscher Farm is an important public asset that that serves both city and county residents. It is valued by the community for its agricultural, educational, historic preservation, and passive open space and recreational functions. These longstanding uses are compatible with adjacent farming operations, but because the property is zoned EFU, a 2019 County Planning Director decision (Z0385-18-PDR) concluded that the City is not allowed to operate it for urban-agricultural use as envisioned by the LAMP. Therefore, we are asking the County to adopt a Local Parks Master Plan for Luscher Farm pursuant to OAR 660-034-0040(1), and that the Local Park Master Plan be modeled after the LAMP.

Regional Coordination

City staff met with Metro staff recently to discuss the possibility that the City might request a local parks master plan approval through Clackamas County as an alternative to amending the UGB. They understood our predicament and that the City may withdraw the UGB application pending feedback from the County. If Clackamas County adds the Luscher Farm local parks master plan to its work plan, the City stands ready to assist your staff with the process. We will work closely with Jennifer Hughes and the staff in Long-Range Planning to coordinate the effort with Metro and the neighboring cities, and maintain an open line of communication with the Stafford Hamlet and adjacent property owners, consistent with the 5-party IGA for Stafford Urban Reserves.

Local Work Plan Considerations

We believe the request to adopt a Local Parks Master Plan for Luscher Farm is consistent with the purpose of the County's Long-Range Planning program: "To provide land use and transportation plan development, 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." (The proposed project could fall under Task "O-1 Minor and Time Sensitive ZDO Amendments" in the current work program, or be a stand-alone project.)

We understand that the County Planning Division will need to devote much of its time over the next two years toward complying with House Bill 2001 (Middle Housing). We are in the same boat. Fortunately, the existing Luscher Farm Area Master Plan should provide a good starting point for our work together, and the project should not require a significant amount of staff time or planning commission meetings. We are glad to meet with you and answer any questions. Your staff can contact Scot Siegel, Planning and Building Director, at 503-699-7474 or ssiegel@lakeoswego.city, or call me, with any questions.

We look forward to working with Clackamas County and resolving this longstanding issue.

Sincerely,



Martha Bennett
City Manager

cc: Lake Oswego City Council and Council -Elect
Jennifer Hughes, Clackamas County Planning Director
Scot Siegel, Planning and Building Services Director
Ivan Anderholm, Parks and Recreation Director
Evan Boone, Deputy City Attorney

Ms Gonzales,

The enclosed letter, and enclosures is
in response to this article.

Submit land-use and transportation project ideas

Every two years, the Board of County Commissioners establishes a Long-Range Planning Work Program based on Planning Commission and Board of County Commissioners priorities, actions required by law and input from community members and organizations.

The current 2019-21 Work Program includes 15 projects related to housing, transportation, economics, natural resources and energy, and other key issues. With the next two-year program scheduled to begin on July 1, 2021, county residents and organizations are invited to submit ideas for long-range land use and transportation planning projects to be considered for the 2021-23 program.

Suggestions will be accepted through Dec. 18, 2020, and should be sent to Lorraine Gonzalez, senior planner, at lorrainego@clackamas.us or by mail or drop-off to Planning & Zoning Division,



Development Services Building, 150
Beavercreek Rd., Oregon City, OR 97045.

Please consider the following points
when submitting your suggestions.

- It is likely only a few new projects will be incorporated into the program because many current projects have been delayed or impacted by the 2020 pandemic and wildfires.
- If you or your organization have proposed a project in the past that

was not included, please feel free to re-submit the idea.

- If we receive a suggestion that is not suited for the LRP Work Program but may fit elsewhere in the county, we will forward it to the appropriate county department and let you know we've done so.

For more information, please contact
Senior Planner Lorraine Gonzalez at:

lorrainego@clackamas.us

December 14, 2020

Lorraine Gonzales
Senior Planner
Clackamas County Department
of Transportation and Development
150 Beaver Creek Road
Oregon City, OR 97045

Proposal: Restoration of Rural Tourist Zoning
27E32CA01700, 27E32CA01800 and 27E32CA02000
Title Company Map Enclosed Exhibit 1

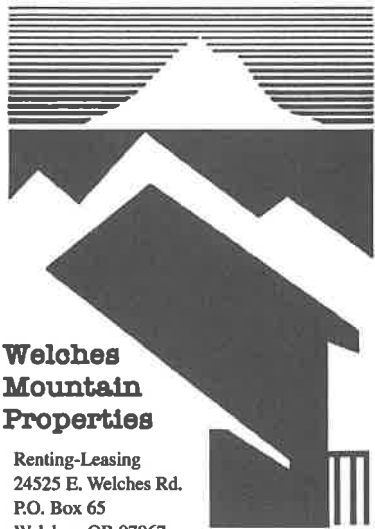
Dear Ms. Gonzales:

These three contiguous lots are bounded by Arrah Wanna Blvd on the east, US Hwy 26 on the north, and Grouse Avenue on the west.

The property is memorialized along the highway by an ODOT Sign WEMME, for E Henry Wemme, Oregon business leader, philanthropist, passionate road builder and former owner of the Barlow Road, now Mt. Hood Highway 26, that he donated to the State of Oregon in his will. He promoted the development of the road to Mt. Hood to support auto tourism. Note the included clipping that details the language he used to transfer ownership of the Barlow Road. Exhibit 2

This site is on the southside of US Highway 26 bound for the Glory of Mt. Hood and can inspire the feeling that you are about to enter a National Park. Stephen Mather the first head of the National Park Service proposed that Mt. Hood become a National Park as documented in an Oregon Journal article on November 19, 1916 and documented on page 207 in The National Parks by Duncan Dayton and Ken Burns. The included clipping features Mather's map of proposed National Parks. Exhibit 3

Lots 1700, 1800 and 2000 were zoned Rural Tourist Commercial on 12/14/67 by court Order #15690. In the Mt Hood Community Plan 1976 map 13a, Land Use Map Mt. Hood Corridor, showed all four corners of the US 26/Arrah Wanna Blvd. intersection as commercial use. On 12/30/76 Court Order # 76-1855 downzoned the property to Recreational Residential. A copy of map 13a is enclosed documenting commercial use of this land. Exhibit 4



**Welches
Mountain
Properties**

Renting-Leasing
24525 E. Welches Rd.
P.O. Box 65
Welches, OR 97067
phone (503) 622-4275
fax (503) 622-3160
www.welchesproperties.com

Commercial-Residential-Apartments

We developed the property on the northside of this intersection in the mid 1990's. In the planning process it was discovered there was a "magic marker error" and the northwest corner, Lot 1500, had been down zoned. The Clackamas County planners Ron Stangel and Larry Kato worked with us to reinstate the RTC zone so we could develop The Arrah Wanna Rendezvous Center.

Lots, 1700, 1800 and 2000 have a history of commercial use. In a conversation July 22, 1986 with Dean Phelps, a past Brightwood resident, he shared the history of this property as his father Louis Phelps related it to him. In the 1930's there was a Log Store that sold stove oil and light commodities. There were living quarters in the back of the building with several cabins behind which were rented out. The store faced north onto US 26. The father burned down the store with his wife in it and went to prison. When the wife got out of the hospital, she lived in one of the cabins with her son. The son was a school mate of Louis Phelps. Was the downzoning of this property across from Lot 1500 another "magic marker error"?

The property accessed down Grouse also has had a history of commercial use. Lot 2100 was used for many years as an Auto Body Shop operated by Bob Butler who is now deceased.

The property currently has two residential structures on it served by two public sewer and two public water connections. This is not an ideal use with commercial developments on the other three corners. Directly to the east across Arrah Wanna Blvd is Smoke on the Mountain, cannabis sales, Welches Mountain Building Supply, KOR Roofing and Cascade Continuous Gutter.

As outdoor recreation and tourism demands increase on Mt Hood there will be a need for lodging, with a restaurant, and goods and services for outdoor recreation. This would be a more compatible use for the properties' neighbors and provide economic support by creating jobs and income for the community.

Mt. Hood is the second most climbed mountain in the world. Mt. Fuji is the first. Wemme/Welches deserves highway recognition of Global Place Arrival.

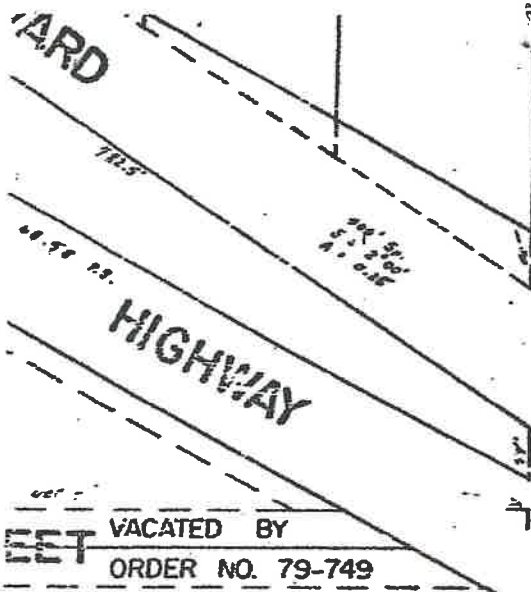
Sincerely,



Bob and Margaret Thurman
Welches Mountain Properties

5

WELCHES MOUNTAIN



VACATED BY ORDER NO. 79-749

13-06

This map is made solely for the purpose of assisting in locating said premises and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.
TICOR TITLE INSURANCE COMPANY

PARK 7

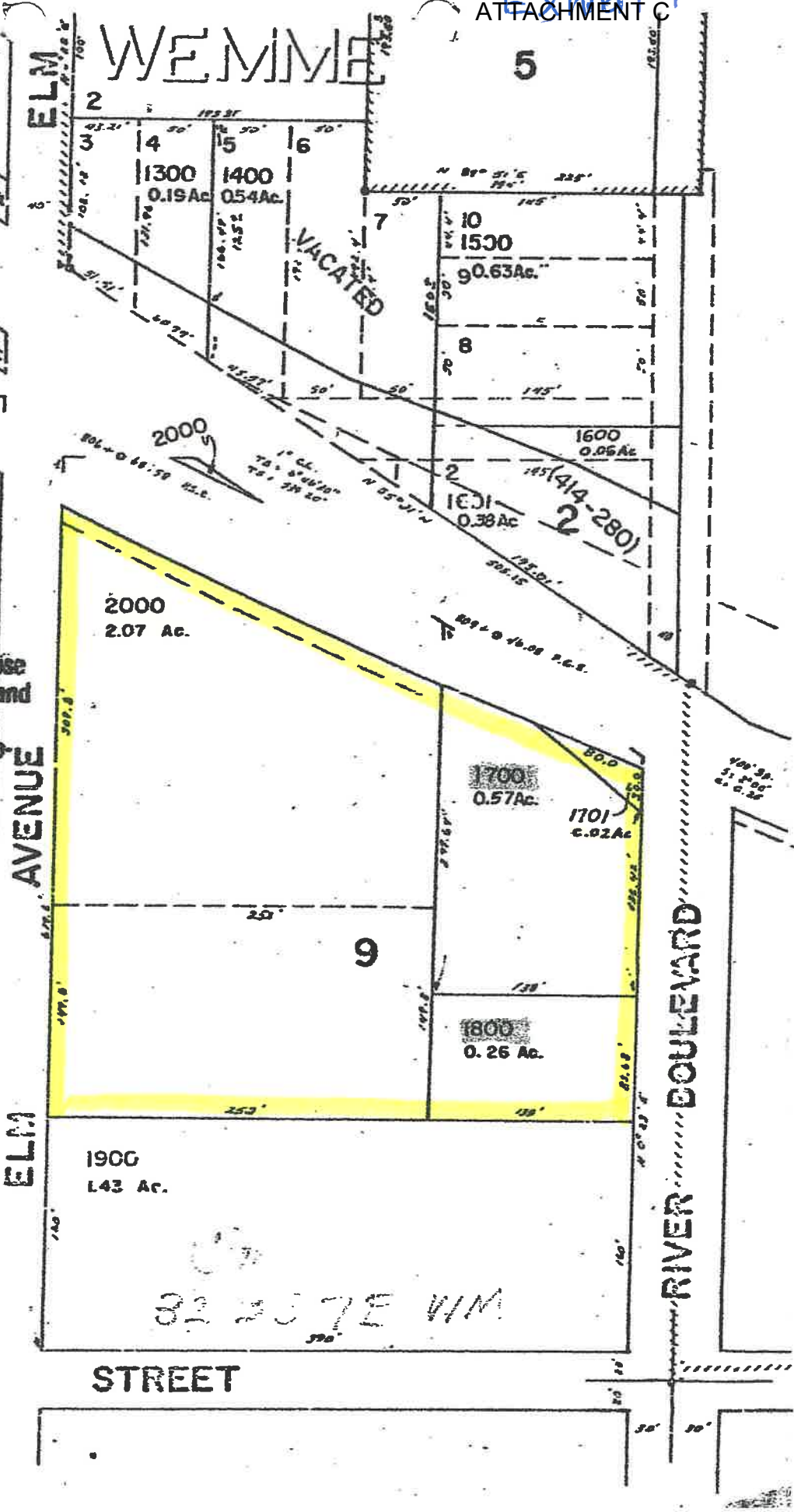
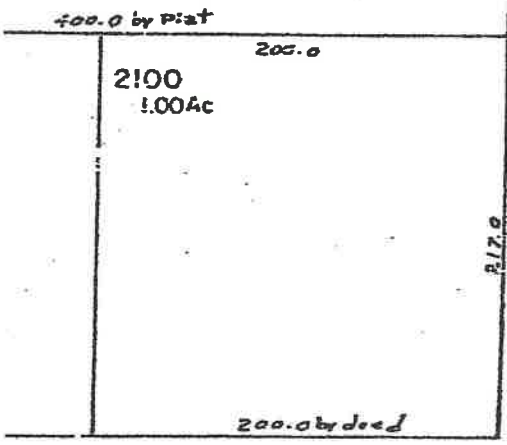
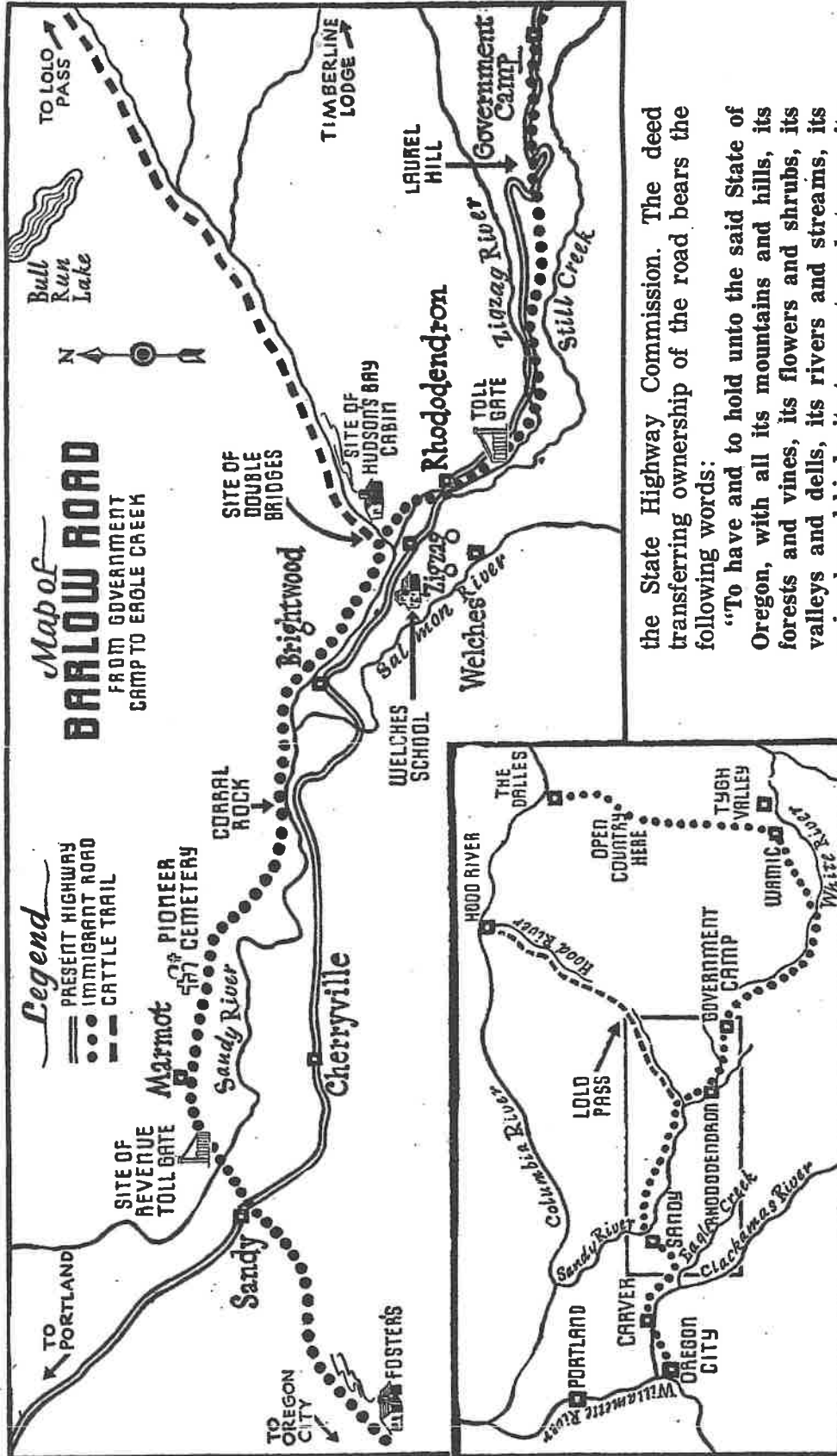


Exhibit 2



the State Highway Commission. The deed transferring ownership of the road bears the following words:

"To have and to hold unto the said State of Oregon, with all its mountains and hills, its forests and vines, its flowers and shrubs, its valleys and dells, its rivers and streams, its animals and birds, its tempests and storms, its lights and shadows, its trails and paths, and the beauty and grandeur of Mount Hood, for the use, benefit and pleasure of all, forever."

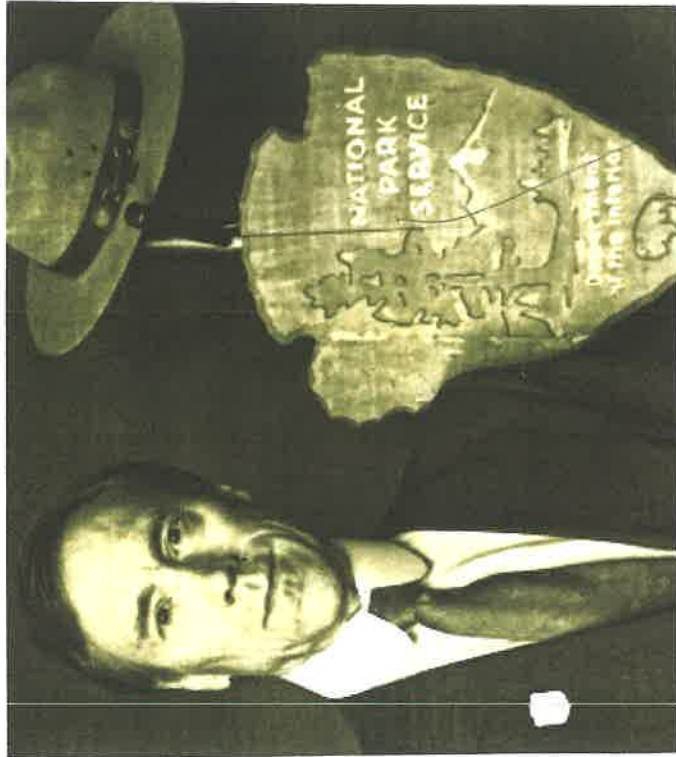
This map, made by the children of Welches school, shows the Barlow Road from Government Camp to Foster's homestead on Eagle Creek. This was the trail over which the covered wagons lumbered to the promised land in the great immigrations of 1846 and 1852. Also shown is the cattle trail near Mount Hood.

In 1912, E. Henry Wemme (c. 1850 to Dec. 18, 1914), bought the Barlow Road outright for \$5400. He spent a great deal of money in improvements and rebuilt parts of the road on railroad curves. Many portions of that road may still be seen along the present highway.

When Wemme died the road was bequeathed to his attorney, George Joseph, who following Wemme's instructions, held it in trust until it was finally accepted (for the price of \$1.00) by

From Sandy Pioneers Early Settlers and Barlow Road Days 1973

Exhibit 3



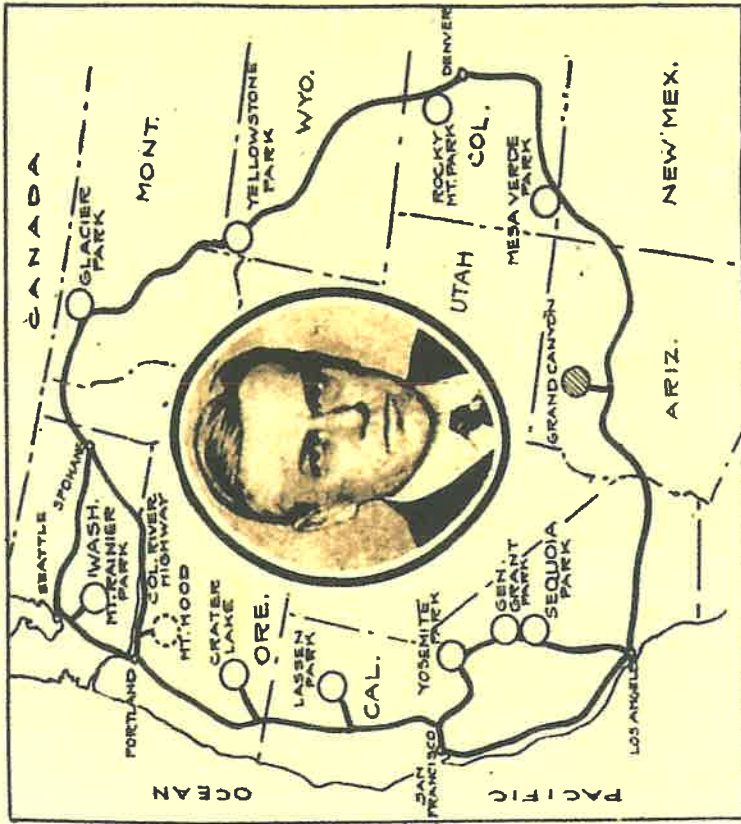
Stephen Mather

Mather made his fortune marketing the mineral borax as a laundry aid. His 20 Mule Team Borax brand is still sold today.

A member of the Sierra Club, Mather was deeply concerned about the lack of oversight in our national parks. Legend says that he wrote an angry letter to the secretary of the interior, Franklin Lane, and that Lane responded, "Dear Steve, if you don't like the way the national parks are run, why don't you come down to Washington and run them yourself?" So Mather did!

When the National Park Service was created in 1916, Mather was named its first head.

NATIONAL PARK CIRCUIT MATHER'S PLAN



Map showing location of the several national parks and proposed highway connecting them. The Mt. Hood country is indicated by a dotted line, its many eminent attractions, and its accessibility via the Columbia river highway, recommending its inclusion. The photograph shows Stephen T. Mather.

AMERICA'S WILD EMBRACE

The Inclusion of Mt. Hood in the National Parks

was conceived by Stephen Mather

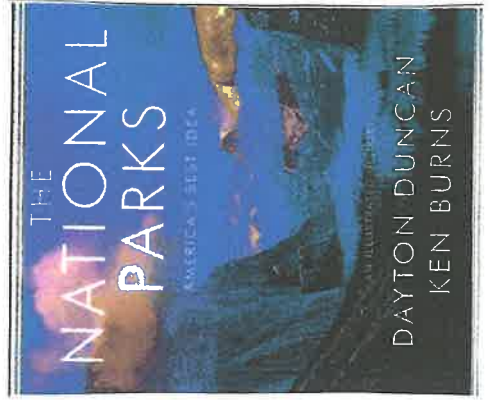
First Director of The National Parks

And promoted in the

Sunday Edition of the Oregon Journal Newspaper,

Portland, Oregon November 19, 1916

This graphic is memorialized on page 207 of



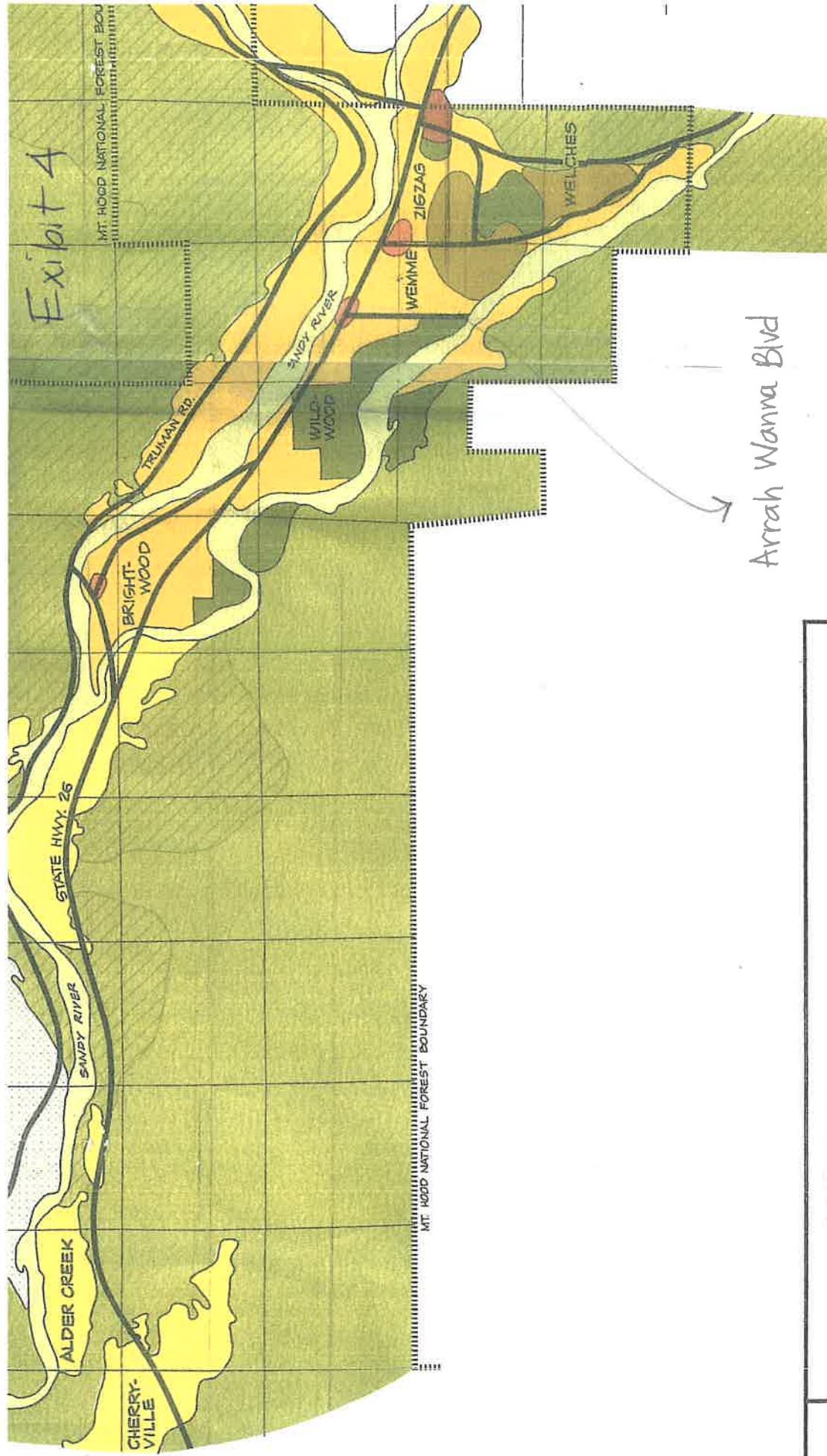


Exhibit 4

Arrah Wanna Blvd

Shows Commercial Zoning for all four corners of the intersection

13a

LAND USE MAP

MT. HOOD CORRIDOR

0 1 MILE

↑ N

ENVIRONMENTAL PROTECTION	COMMERCIAL
DEVELOPED RECREATION	SPECIAL SITE
FOREST	RURAL RESIDENTIAL
HIGH VISUAL RESOURCE	RECREATION RESIDENTIAL
FARM	PLANNED RESORT

From Mt Hood Community Plan 1976

Project: ZDO updates

Reviewer	Page, Section or Drawing Number	REVIEWER'S COMMENTS	PROJECT TEAM RESPONSE	ASSIGNED TO	Status
Nys	1007	Sidewalk unobstructed width doesn't take into account street furniture. Resolve with ORS with regard to blocking sidewalk. May require County Code update as well. The code should be specific about the unobstructed portion of a sidewalk and increase the width requirements for furniture and street tree wells or other uses.			
Flatt	1007	Additional details about allowed or required transit furnishings or all furnishings. Furnishings are generally not happening.			
Mulder	1005.03.D	Add this language from the Roadway Standards or something similar so we can remove it from the Roadway Standards.	Reduced from the Roadway Standards, but do we want to ask for different language?		
Mulder	1005.03	B. There is a repeat typo			
Mulder	1005.03	D. 1. Need an interpretation from planning. Engineering assumes that only one connection is required if has multiple street frontages, please verify.			
Mulder	1005.03	D.5. d. Instead of parking lots say parking lot drive aisles.			
Mulder	1005.03	E. 2. - Unless I am interpreting the code wrong, the standards are hard or impossible to meet the orientation to the street, parking lot and maximum setbacks. 2.a. doesn't have and/or. Do we have a written goal for this standard? Maybe it could be conditioned to better understand the requirement?			
Mulder	1005.03	E. 2. - Should we allow for exceptions for primary entrances due to topography/ elevation changes between site and sidewalks?			
Mulder	1005.03	I. - This is related to PMU District, This language says no vehicular parking or circulation within the front yard setback. Does this apply to drive-thru aisles? Does this apply to drive-thru aisles? I'm not sure how to interpret this language. The PMU appears to allow financial institutions with drive through service windows but not fast food or other types of drive-thru window service. The Regional Center language in 1005.09 E. prohibits internal streets and driveways from being located between the buildings and the street to which the building entrances are oriented. If the language was changed to be the same here it would be clearer that drive through service aisles could be between the street and the building?			
Mulder	Building Design 1005.04 B	1. should this apply to all industrial too? Should it have to apply to rural industrial? This is the clearly defined public entries. Some industrial uses do not have public entries that are open to the public during business hours.			
Mulder	1005.04 D. 1. a	This has come up in recent coordination project for multi-family and they claim that no overhang would be a modern look to their building. Is the standard for a minimum 24" overhang too restrictive? Should we allow for the DR committee to review pitched roof buildings without an overhang? Where did this standard come from and why? If we keep the standard we need to have a minimum pitch that would trigger this requirement.			
Mulder	1005.10	F. 1. - The 50' variance in location of the Type D street is confusing and not easy to determine how to calculate it. Is it based on block frontage and perimeter requirements as well as the minimum distance away from an adjacent intersection? Engineering would like to be walked through this calculation.			
Mulder	1005.10	I. 7. - Does the reference to street apply to internal streets or public streets? Can an exception be made for close proximity to the Station Platform?			
Mulder	1005.03	We would like to see a grid of pedestrian paths/walkways in large parking lots. This section should include unobstructed protected/designated pedestrian routes for parking lots with 150 or more parking spaces. The Roadway Standards requires these walkways to be provided when lots have 150+ spaces and be spaced every 150' or less between them and connect to the public entrance. The roadway language could be enhanced and the ZDO could reference the Roadway Standards for design standards of this requirement.			
Mulder	1006.02	A. Note: Intersection lighting requirement is the minimum and all other frontages comply with the SD #5 standards. The standards should require development to annex into the lighting district if they are not already. There are areas in the UGB that are in a city UGB but the street has not been transferred to the city. These areas are not part of the SD #5 they are part of the City lighting district when they provide it. We have this on Beavercreek Road for the large multi-family in OC but it is County road.			

Mulder	1006.03	A. - Based on this code I believe that the Roadway Standards need to require water services be constructed to the developing property line with easements provided as necessary for it to be extended to each lot after the plat records? Please verify			
Mulder	1006.06	I. Do we want to require an erosion control plan for SFR on a lot of record too? I believe that in unincorporated areas and outside of surface water management districts that the County is responsible to make sure we meet the TMDL expectations of the EPA and DEQ for development with 800 sf to one acre of disturbance which would include an SFR.			
Mulder	1007.01	C. 5. Would like to add if feasible joint street access for adjacent commercial development shall be required in NC.			
Mulder	1007.01	C. 8. & 9. VCS - consider wider curb cuts for commercial driveways. The Roadway standards has increased the commercial driveways to minimum 28' for safety of turning movement conflicts. Would like to see this increased to minimum 24' or 28' if possible. Although most of this area is built out already.			
Mulder	1007.02	B. 1. This says to dedicate to the County. I believe the dedication forms are dedicated to the public and after that it is a director's directive to accept local access and public easements and a BO for accepting for county maintenance. We should discuss what this dedication looks like. The county does not accept all roads for maintenance and the acceptance process is different from one that will be maintained from one that the county will not maintain. It may be that we change the language from county to public?			
Mulder	1007.02	D. Should include and/or stopping sight distance. The roadway standards will be developing standards for rural and urban and in some cases both ISD and SSD will apply or maybe only SSD will apply.			
Mulder	1007.02	D. 2. Based on this code I believe the County Roadway Standards should limit or restrict parking near intersections and driveways?			
Mulder	1007.02	F. - We condition frontage improvements "up to a half street" I am not seeing that we are limited to conditioning only a half street; am I missing it? Do we have the ability to require more than a half street when there are existing offset crowns or street deficiencies that warrant improvement along the frontage? If we can go past centerline then we can address the requirements in the roadway standards or do we need any additional language in ZDO?			
Mulder	1007.02	F. 1. Should allow the road frontage improvement to be limited to improvements based on practicability and for DTD Engineering to determine when they are not practice. There are drainage and paving maintenance issues for all curbed streets and isolated sections of curb can be very problematic. curbs can inhibit surface water runoff facilities from functioning well when adequate drainage conveyance and/or infiltration is not available. Also, when they are an isolated section they are extremely hard to design for future road cross slopes and for Transportation Maintenance to maintain the cross slopes when the rest of the road has no curbing.			
Mulder	1007.02	F. 1. - Need to address ZDO requirement for curb. A bit of an antiquated requirement that prevents alternative stormwater treatments. Discuss removing requirement from urban area.			
Hangartner	1007.02.F	Define what the "Mt. Hood urban villages" are			
Mulder	1007.03	A. 3. For flag-pole strips we need to add additional stormwater and/or utility easements adjacent to access and utility flag poles and narrow easements to manage surface water runoff and install utilities after the road is constructed.			
Mulder	1007.03	H. 2. - In addition to this minimum standard we should require that the transit stops and shelters comply with PROWAG R308 standards. These are the adopted standards for ADA that apply to transit stops and shelters.			
Mulder	1007.04	H. 3. - Reverse the language to require minimum one foot wider than width in the table but no less than 7' wide for curb tight sidewalks when separated sidewalks are not constructable or when it is determined that it is ok to match adjacent existing curb tight sidewalks. The table widths should be adjusted to reflect one-foot narrower but not less than 5' or we keep the widths even though they are separated? Either way the language needs to change to reflect the required separated sidewalks.			
Hangartner	1007.04.E	Define what an "unincorporated community" is.			
Hangartner	1007.04.H.3	Table 1007-1 should be updated to show the minimum sidewalk widths with a landscape strip. And paragraph H.3 should say that if the sidewalk is curb tight it needs to be 1 foot wider.			
Dilullo	Table 1007-1	7' sidewalk as minimum with curb tight sidewalks to address mailboxes and other obstructions.			
Mulder	1007.04	D. This does not include patitions and subdivisions for required sidewalk construction. Does this mean that we should not be conditioning sidewalks until the homes are built?			

Mulder	1007.05	Does planning send notice of applications to TriMet for comments? It seems appropriate given we have this code requirement for transit. There are ADA requirements for transit stops that they should be reviewing as well as the locations for their routes. It is rare that we see any conditions for TriMet approval.			
Mulder	1007.06	A. - Should this language also apply to the requirements of frontage improvements with the exception of ADA deficiencies? I am not aware of a trigger for minimum frontage improvements in the code. It would be nice to have something written that reflects Nolan/Dolan thresholds. ADA deficiencies are an issue and we should consider having the development upgrade to current codes along their frontage. Under some circumstances this may be too big of an improvement related to the development so we should figure this out together. Maybe they do some but not all when it's too much?			
Mulder	1007.06	A. 2. - (if adopted in the Roadway Standards) We should let them know where it is housed once it is adopted?			
Mulder	1007.06	A. 3. - Add drainage facilities supporting the right of way improvements. We agreed to this during the TSP update. Also, it would be good to consider the street lighting.			
Mulder	1007.06	A. 3. and B. 2. - We should look at including additional pedestrian scale lighting when street trees obstruct the light to the sidewalks. It is difficult to place street lights for both streets and sidewalks and have closely spaced canopy of street trees. Also add consideration of street parking and the swing of car doors and storm water management facilities. Street trees should also be limited to urban zoned properties in the UGB. We have some rural zoned properties in the UGB.			
Mulder	1007.07	A. - This language is more simple than other code sections. Could other sections utilize this language for sidewalk, street trees, frontage improvements? It would be good to simplify it. It seems like it could work and keep lots of record with entitlements separated from all the other development standards other than sidewalks? Review 1007.01 B., 1007.04 C., 1007.06 A.			
Mulder	1007.06	D. 3. - indicates landscape strips or tree wells required but does not reference standard dimensions, depth of top soil or ground cover requirements. We should add a reference to where to find them? Should they be in the Roadway Standards? If we don't have standards we can write them?			
Hangartner	1007	Define landscape strips, what is required to go in them... groundcover, bark, soil, trees? Quantities, thickness, spacing. Possibly adopt an approved list of materials.			
Mulder	1007.07	E. a. ii. - The letter of credit is not that secure and hasn't been enforceable. It would be nice to be silent on this and leave it an option in "or other surety satisfactory...."			
Mulder	1007.07	E. - Should we write code to require a lot of record SFR to complete access and sidewalk improvements per the Roadway Standards or provide a surety before a building occupancy permit is issued? This would help Building help Engineering get compliance with the access standards.			
Mulder	1007.07	H. 1. a. - Would like to see this language expanded to include full street improvements between connecting streets/roads. This may or may not be in the comp plan or CIP or TSP but a complete segment between intersections and include a frontage of the proposed development that would benefit the community. Maybe set a minimum acreage of development?			
Mulder	1007.07	H. 1. a. i. - Five years is not long enough if financing, planning, designing and constructing a project. Should be more like seven years. It takes time to apply for grants then do everything it takes to raise the rest of the monies needed such as bonds and then design and construct.			
Mulder	1007.07	H. 1. c. - Can we adjust the minimum \$ amount so calculations do not have to go back so far? Change the base amount to 2019?			
Mulder	1007.08	Include this FILO alternate to include improvements for all Design Review, Conditional Use and Residential developments when deemed appropriate by the DTD. In light of surface water management requirements, existing road conditions, low volume roads, environmental impacts it may be more appropriate to allow FILO on all types of roads for all type of development. I'd be glad to discuss this in greater detail to convey the significance.			
Mulder	1007.08	A. - include arterial			
Kent	1007.08	FILO doesn't allow for lot of record on arterials to be paid			
Mulder	1007.08	C. - The adopted fee is for an actual cost of sidewalk based on engineer's estimate or county estimate. However, the fee is for sidewalk FILO. It does not mention the half street improvements for development of more than a lot of record. Do we need to update the fee schedule?			
Kent		Do we need to dictate public/private roads in more clear or strict way? Proximity to city is an issue. Connectivity and/or second access or stubbed public are all reasons for public.			
Hangartner	1007.08	Can we allow FILO on minor and major arterials?			

Hangartner	1007.08	The 200 feet that we talk about in 1007.08.B.3 - is that a radius of 200 feet or on the same side of the road as the frontage or what if it's within 200 feet, across the road and on a different street? Better define. Should be same side of the street and other factors should be considered.			
Mulder	1009.06	This is the landscaping strips - Don't see any specifications for these other than a width dimension and to be abutting lot line. Would like to include top soil or amended soil depth, and groundcover requirements. This can be provided in the Roadway Standards; however a reference to them would be good. The parking lot landscape strips has more standards for ground cover in addition to trees but I don't see it for the ones in the street scape.			
Mulder	1009.06	A. - C. - These require a landscape strip to abut front lot lines. Maybe we want to review one or all of these to determine if the landscape strip should be between the road and the lot line? In the industrial area do we want it all behind the sidewalk and allow the sidewalks to be curb tight and have a significant landscape area behind the sidewalks or do we want it split with the sidewalk in the middle of the strip? In C. maybe we want to make it clear that it is in the right of way or sidewalk easement but in front of the sidewalk?			
Mulder	1009.10	May have opportunity to move some portion of these standards to Chapter 3 of the Roadway Standards? Code to require planting and maintenance to meet or exceed minimum Roadway Standards?			
Hangartner	1015	Is there anything that the planners removed that for our parking, circulation that we want to add back in because it doesn't belong in the Roadway Standards? Should have a discussion about what belongs where. Roadway Standards update will continue through May of 2019 most likely.			
Mulder	1015.02	A. 1. - The differences between parking in a driveway versus parking in a parking lot should be clarified if anyone will interpret the current code language to mean that backing and maneuvering from a driveway is prohibited. I assume that we mean that this applies to parking lots and not driveways?			
Mulder	1015.02 A. 7.	A. 7. - This does not allow parking spaces accessing directly onto major onsite circulation driveway aisles and lanes crossing to adjacent developments. Do we want to review this and maybe allow the wider versions of the Type D street that the CRC has adopted which allows for parallel or angled parking? Just a thought.			
Mulder	1015.02 A. 2.	Change the parallel parking space to 8 feet wide.			
Mulder	1015.02 A. 9.	Suggest adding a requirement for minimum 7' wide sidewalk adjacent to parking spaces. To account for vehicle overhang. Avoid wheel stops as much as possible to reduce tripping hazards. When wheel stops are used they need to provide one for each parking space and not share due to tripping hazards.			
Mulder	1015.03	There could be opportunity to provide some of the bicycle standards in the Roadway Standards in Chapter 3. On Site Design of Commercial, Industrial, Multi-family Development. This title could/should be changed to include institutional too.			
Mulder	1015	Do we need more walkway connections for larger sites? The promenade comes to mind where it would be good to have a walkway connection between the building and the public sidewalk at or near a primary access point.			
Mulder	1021.04	Does all staff interpret this language and the requirements the same or differently? Who is monitoring the standards and ensuring the developments provide these? There has been overlap between planning, engineering and sustainability that management is supposed to be figuring out so staff is not overlapping in the responsibilities.			
Mulder	1307.05	E. - the written summary requirement has not been followed per the code. Are we wanting to provide the written summaries or do we want to change the code? Probably should consult upper management. The applicants pay for these and should be entitled to a summary of the discussions.			
Flatt		Parking guidance here or ZDO?? Sidewalk widths.			
Flatt		Mailboxes, furnishings within the sidewalk issues			
Curran	1006.01	Clarify undergrounding of utilities. Just services? New? Relocated? This has come up repeatedly. Sometimes there is a condition that all or relocated utilities shall be undergrounded and sometimes no condition at all. The ZDO is a little vague in the requirement.			
Curran	1015.02.A.6	I have never seen plans with designated carpool parking. Is this something Planning reviews or Engineering? I have never seen a condition for this or seen it required. Can we eliminate this?			
Curran	1007.01.C.1 0.c	Why are driveways required to be only the minimum width allowed by the Roadway Standards in the UGB? Residential driveways would all have to 12-ft wide. I don't see the point of this. What if there is subdivision with two and three-car garages? I have never required this or seen it conditioned. Perhaps clarify if it pertains to non-residential.			

Nys	1007.07	Concurrency's all or nothing approach of either fixing an intersection or building a concurrency project doesn't work well. Developments with minor trip generation tend to be smaller in scope and have a harder time absorbing these costs. Even large projects struggle with the fairness of these large projects. Consideration should be given to a proportionate share. When we have known concurrency issues in the past, we exempted the Industrial area and Government Camp and that does nothing to solve the transportation issues. A proportionate share approach may result in more actual improvements rather than figuring out ways to get around these avoiding these issues. Additionally, the concurrency exemption does not apply to zone changes or comp plan amendments, so we're using different measurements of adequacy depending on the application. The ongoing approvals of development make it even more difficult to approve a zone change/comp plan amendment, putting adequacy further out of reach. There are no exemptions in those areas via the TSP. That is inconsistent practice.			
Nys	1007.07.H.1.c	Should update the minimum amount of a substantial contribution.			
Nys	1007	Engineering has attempted to define safety in our recent Roadway Standards update but that occurred with little fanfare. Should that standard reside in the ZDO or Roadway Standards. Does Planning care how we've defined it?			
Nys	1007.01.C.1.0.d	"Driveways shall be located so as to maximize the number of allowed onstreet parking spaces, the number of street trees, and optimum street tree spacing." I don't think anyone is seriously evaluating this. With subdivisions, we don't even know where the driveways are going to be until well past land use approval and we don't have the staff to evaluate it. Are we expected to?			
Nys	1007.06	Can we adopted standard spacing for street trees or otherwise provide some guidance of how many are needed based on the projected canopy of the tree?			
Nys	1007.05	"All residential, commercial, institutional, and industrial developments on existing and planned transit routes shall be reviewed by Tri-Met or other appropriate transit provider to ensure appropriate design and integration of transit amenities into the development" Is this happening?			
Nys	1007.04.K	Would there be benefit to referring to the Active Transportation Plan in utilizing the selection tool of that document?			
Nys	1007.02.A.2	I don't think this is really happening "Development along streets identified as Regional or Community Boulevards on Comprehensive Plan Map 5-5, Metro Regional Street Design Classifications, shall provide pedestrian, bicycle, transit, and visual amenities in the public right-of-way. Such amenities may include, but are not limited to, the following: street trees, landscaping, kiosks, outdoor lighting, outdoor seating, bike racks, bus shelters, other transit amenities, pedestrian spaces and access to the boulevard, landscaped medians, noise and pollution control measures, other environmentally sensitive uses, aesthetically designed lights, bridges, signs, and turn bays as appropriate rather than continuous turn lanes."			
Nys	1007.02.A.4	I don't think this is really happening "In centers, corridors, and station communities, as identified on Comprehensive Plan Map IV-8, Urban Growth Concept, roads shall be designed to minimize the length of street crossings and to maximize connectivity for pedestrians as deemed appropriate by the Department of Transportation and Development. Other streetscape design elements in these areas include: a. On-street parking..."			
Nys	1007.02.A.5	What conflicts would arise that would require this? We have not applied this as far as I'm aware. "In centers, corridors, and station communities, as identified on Comprehensive Plan Map IV-8, on local streets within the Portland Metropolitan Urban Growth Boundary (UGB), and in unincorporated communities, when conflicts exist between the dimensional requirements for vehicles and those for pedestrians, pedestrians shall be afforded additional consideration in order to increase safety and walkability. In industrial areas, the needs of vehicles shall take precedence."			
Nys	1007.02.A.6	Very subjective and how would this be applied? "In the NC, OA, VCS, and VO Districts, landscaping, crosswalks, additional lighting, signalization, or similar improvements may be required to create safe and inviting places for pedestrians to cross streets."			
Nys	1007.02.B	I think this is not well understood and could be clarified. Does this call for extending roadways across intersections to create a grid? "The layout of new public and county roads shall provide for the continuation of roads within and between the development and adjoining developments when deemed necessary and feasible by the Department of Transportation and Development."			
Nys	1007.02.B.3.a	Is the Metro document current best practice and does anyone check this? Doubtful.			
Nys	1007.02.D	Could probably eliminate this as we cover this in Roadway Standards and County Code.			
Nys	1007.02.E	Any reason to mention proportionality or essential nexus?			



December 15, 2020

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

Dear Lorraine,

Below you will find the North Clackamas Watershed Council's requested projects for the 2021-2023 Long Range Work Program. These projects are vital to the sustaining of Clackamas County's quality of life, setting the stage for future Goal 5 compliance, protection and recovery of ESA-listed salmonids and steelhead, and accommodation of the increased housing needs in the County while protecting our quality of life and environment.

1. Update Maps to Implement Goal 5 in Preparation of Upcoming Goal 5 Update

Clackamas County will soon be updating its Goal 5 Program. In preparation of this project, the County should update the maps used to administer the Goal 5 programs, which are acknowledged to be out of date. The County, especially outside of incorporated areas, uses a 2000 ODF stream layer for administering stream setbacks and buffers. This is known to be inaccurate, and misses hundreds of miles of small fish-bearing streams throughout the County. These small streams are vital to the County's climate resiliency, flood attenuation, and fire resilience of natural systems as the County charts a path forward after this year's wildfire season. In addition to incorporating a more modern stream layer, CCDTD should incorporate regional oak habitat maps to protect oak habitat.

(<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=c79f386100d340e2999ea7ec6e1dc0d4>) Oak woodlands provide wildfire and drought resistant plant community that reduce the risk and severity of catastrophic wildfire that is anticipated to otherwise increase in severity.

2. **Demonstration of Alternative Design Techniques Considered for Development in Natural Resource Overlay Districts**

The natural resource overlay districts in place today account for a limited quantity of real estate, but are the entire quantity of protected natural resource areas in our County. We therefore believe these overlay districts must offer strong protections for the natural resources they cover. For development on lots within or abutting lots within certain natural resource overlay districts and defined buffers (*FMD, HCA, WQRA, WRG, et al.*) or regulated by *ZDO Section 1002 Protection of Natural Features*, a list of Alternative Design Techniques are recommended to avoid impacts to the protected resources without unlawfully restricting use of the land. When those techniques are “not feasible,” applicants may consider designs that “minimize” impacts to protected resources. Presently, these alternative design techniques must be “considered” by the applicant, but the applicant is not required to demonstrate why an applicant concludes that it is not practicable to leverage those techniques to result in a lower-impact development. To better balance property rights with the need for critical protections, we request amendments to the zoning and development ordinance for development proposing any encroachment into 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*, to require an alternatives analysis, similar to that required by a *Variance*, that leverages alternative design techniques to comply with the applicable standards of the natural resource overlay district(s) without sacrificing development potential (e.g., equivalent floor area or dwelling units), and describe why that is not feasible compared to the applicant’s preferred design alternative.

3. **Urban Wetlands Protected Resource Open Space Designation**

For open space resources identified on the Comprehensive Plan Land Use Map where only a wetland is present, *ZDO Section 1011 Open Space* 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 protected resource open space in the urban area.

4. **Clackamas County Wildlife Movement Strategy**

A critical component of the *Oregon Conservation Strategy*, CCDTD should create a long range plan to implement the goals of the *Oregon Wildlife Movement Strategy* to connect the Mount Hood National Forest and contiguous habitat with the Willamette River Greenway and contiguous habitat, including connections through the urban part of the County utilizing existing Habitat Conservation Areas, Water Quality Resource Areas, Floodplain Management Districts, lands with steep slopes or hazardous soils that are not suitable for development, designated or planned Greenways, natural areas, parklands, public and privately owned conservation parcels and tracts, public rights-of-way, and any other lands identified as or suitable for use as wildlife linkages. The Goals of the *Oregon Wildlife Movement Strategy*:

- a. Maintain and improve existing conditions suitable for natural movement of animals across the landscape.

- b. Improve safety for the traveling public.
- c. Provide a venue for interagency cooperation and collaboration on wildlife movement issues in Oregon.
- d. Develop guidance and recommendations for stakeholders to address wildlife movement issues in Oregon.

Actions and outcomes for this project include amendments to the *Comprehensive Plan, Zoning and Development Ordinance*, and *Clackamas County Code, Clackamas County Roadway Standards*, and *Transportation System Plan*, as needed to satisfy the following objectives:

- A. Using existing/historic wildlife travel patterns using data available from Metro, ODFW, and NGO's such as The Nature Conservancy, the Xerces Society, public Oregon universities, and other available resources;
- B. Identify and prioritize opportunities for reducing habitat linkage fragmentation
- C. Identify road crossings in need of priority treatment to reduce wildlife mortality and private property damage and personal injury resulting from conflicts between the traveling public and wildlife;
- D. Assess culverts and bridges for wildlife connectivity;
- E. Implement policies and non-lethal procedures for separating/protecting domestic animals and humans from natural predators and other wildlife using the travel corridors, and vice versa;
- F. Identify and implement land use policies that support defragmentation of travel corridors (e.g., buffers around HCA to restrict fences, grading/paving, and accessory structures, nonnative plants and lighting; codes that restrict use of pesticides, herbicides, traps/snares; allow density transfers from sites with HCA/WQRA to Centers and Corridors; others)
- G.

Sincerely,



Neil Schulman
Executive Director



Joseph Edge
Chair, Board of Directors

From: Bruce Parker <bkparker@canby.com>
Sent: Monday, March 8, 2021 2:50 PM
To: Buehrig, Karen <KarenB@clackamas.us>
Cc: Melinda Montecucco <mindymonte@gmail.com>; Calvin LeSueur <LeSueurC@CanbyOregon.gov>;
 Hoelscher, Scott <ScottHoe@clackamas.us>; Renhard, Darcy <DRenhard@clackamas.us>
Subject: Work Program Traverso Section Request

Warning: External email. Be cautious opening attachments and links.

To : Clackamas County Planning Commission

I am Bruce Parker, Chairperson of the Clackamas Pedestrian Bikeway Advisory Committee acting as a citizen. Please consider **adding the Molalla River Path - Traverso Section and coordinating with the City of Canby** as an item on your Long Range Planning Work Program.

Background:

Canby has a multi-use path running from the Willamette River through Canby to SE 13th Street. Affectionately known as the "logging road" it is the most heavily used park in the City of Canby. It is part of the Molalla River Logging Road which was owned by Weyerhaeuser and other private companies to transport logs from the Cascade foothills to the Willamette River up to the mid 1970's. Many sections reverted to local owners and Cities of Molalla and Canby. In 1994, the Molalla River Pathway Plan developed by Clackamas County, Canby and Molalla created a blue print for 22.5 miles from the Molalla River State Park to the Glen Avon Bridge in the Molalla River Recreation Area. In 2017, a 3.3 mile section and 81.3 acres were generously donated to the City of Canby for a multi-use trail by the Traverso family potentially extending the present multi-use path. With a Mt. Hood Territory Development Grant the City of Canby began developing a master plan for the Traverso Donation in 2020. Currently the City of Canby and Parametrix Consultants are near completion of the draft master plan.

The significance of the Traverso Section:

- It is part of a principal active transportation route from Canby to Molalla in the counties adopted active transportation plan and also TSP task #2038.
- Doubles the length of the multi-use path to about 7.1 miles.
- On completion of this section, either Macksberg Road or Elisha Road could be used to connect with low volume rural roads and the possibility of creating a scenic bikeway to the Molalla River Scenic Recreation Area.
- Cyclist and pedestrians could avoid the dangerous Hwy 170, the Canby Marquam Hwy.

Why the Traverso Section should be on the Long Range Planning Work Program:

- The City of Canby owns this property but it is outside city limits and in the county, maybe zoning or other issues.
- At least three county roads could be impacted by this project; SE 13th, Elisha Road and Macksberg Road.
- It's a significant step forward in the active transportation plan in southern Clackamas County.
- Coordination with the City of Canby is needed.

Please follow the links below for richer and more detailed information:

Project webpage: <https://www.canbyoregon.gov/CityGovernment/committees/MolallaForestRoad-LoggingRoadPath.htm>

Up coming open house, the link maybe change contact Calvin LeSuer or myself if help is needed.

Here is the link to the revised online open house: <https://storymaps.arcgis.com/stories/434a1cdc472548a5824e472109cf81d2> Notice there are a couple of blank links for the Draft Development Plan and the project newsletters. I am assuming those documents will be posted to the City website next week, and we can add those links in at that time.

I've set it up with the following credentials:

ArcGIS User Login

Username: PDX_Transportation

Password: PDX_Transportation2

Please contact Calvin LeSeSuer from the City of Canby, Mindy Montecucco who is the chairperson of the Canby Bike and Pedestrian Committee or myself for additional information or help.

Thank you for your consideration to adding the Molalla River Path - Traverso Section to the Long Range Planning Work Program.

Sincerely,
Bruce Parker

**PLANNING COMMISSION
MINUTES**

March 8, 2021

Meeting held via Zoom meeting online

Commissioners present: Mary Phillips, Louise Lopes, Gerald Murphy, Carrie Pak, Thomas Peterson, Brian Pasko, Steven Schroedl, Tammy Stevens.

Commissioners absent: Michael Wilson

Staff present: Jennifer Hughes, Karen Buehrig, Lorraine Gonzales, Darcy Renhard.

Commission Chair Stevens called the meeting to order at 6:31pm.

General public testimony not related to agenda items:

Jane Morrison asked if the meetings are recorded and if there will be a transcript of the meeting available. Darcy Renhard answered that the meetings are recorded and posted on the Planning Commission web page, and that there are minutes but they will need to be approved at the next meeting before they are posted.

Bruce Parker (3640 N. Holly Lane, Canby) would like to have the Molalla River Path/Traverso Section added to the Long Range Planning Work Program so that the county can coordinate improvements to this pathway with the City of Canby. The path could be improved to be a multi-use path from the Willamette River to the City of Canby. This path would be highly used and would provide bicycle and pedestrian access from the Willamette River to the most heavily used park in the City of Canby. It would double the length of the current multi-use path to about 7.1 miles. The City of Canby has already begun working on a draft master plan through a Mt. Hood Territorial Development Grant. Completion of this project would be a significant step forward for the Active Transportation Plan and southern Clackamas County.

Commissioner Stevens opened the public meeting for consideration of the Long Range Planning Work Program for fiscal years 2022-2023.

Karen Buehrig provided an overview of the process and outreach involved in developing the 2-year work program. Some of the projects that were completed during the previous 2-year work program are the short term rental registration program and the associated ZDO amendments, a project for sidewalks in the Rhododendron area, a master plan for the Barton Park complex, and a feasibility study for a connection between Oak Grove and Lake Oswego. The City of Lake Oswego determined that they don't wish to participate in the connection project anymore, so the recommendation was to look at other alternative locations that might be appropriate.

Another topic that the Planning Commission has discussed extensively has to do with Fee-in-Lieu-of (FILO). Glen Hamburg is planning on presenting the Commission with more information on FILO in the near future.

Another project that has been underway for the past two years is the Park Avenue Development Design Standards. Long Range Planning staff has worked extensively with the community over the last year through different outreach and was able to put together a recommendation for the Board of County Commissioners. We are working with the Board on a few minor items, but are hoping to bring the actual changes to the development design standards back to the Planning Commission around April.

We are currently preparing the second package for the 2021 minor and time-sensitive ZDO amendments.

For the past two years, we have also had staff working on the Housing Strategies Project. We had quite a few comments from the last work program in support of doing this type of project, so we are in the process of putting together the different changes that could be made to the ZDO. We also received input from the Housing Affordability and Homelessness Taskforce on possible changes to the ZDO. We anticipate a public hearing sometime this spring.

Then there were also State-mandated rules that we knew were coming forward, so we used the issues paper tool to help us develop a plan for how we would address those different items.

We are moving forward with really looking at being able to at least start to identify which transportation projects are important in the Damascus area.

Another similar project had to do with the Arndt Road extension in Canby. There has been a lot of staff turnover in Canby, so we have been working with them and are moving this project into the next work program.

There were several other projects that we thought we were going to have funding for, or we had funding and then that funding was removed.

Lorraine Gonzales provided a detailed explanation of the different types of outreach and coordination that Long Range Planning staff has done on the proposed work program. She explained how projects were considered and selected to be added to the work program. Projects were selected and categorized according to different chapters of the Comprehensive Plan.

Housing: Update of Comprehensive Plan Chapter 6 (Housing)

- Phase 1: more housing in commercial areas, affordable housing bonuses, reduction in parking requirements, and regulations for transitional shelters;
- Phase 2: Middle housing, clear and objective standards, comprehensive plan policies for low density residential zones; and
- Phase 3: Add housing to schools and places of worship, transferrable development rights, preserve manufactured dwelling parks, and new housing unit types.

Transportation:

- Damascus area transportation needs;
- Arndt Road goal exception & Hwy 99E/Barlow Road analysis;
- Updates to pedestrian and bikeway plans (Bike Walk Clackamas);
- Willamette River Crossing (corridor identification);
- Transportation System Plan update.

Economics: Update of Comprehensive Plan Chapter 8 (Economics)

- Opportunity Zone Activation, which would involve work with the County's Business and Community Services Department to identify funding for an Economic Opportunity Analysis. This would mean taking a "big look" at future economic development needs and related land use implications.

Natural Resources and Energy: Comprehensive Plan Chapter 3

- Develop an issues paper to assess current regulations as well as feasibility and staffing requirements for various project requests;
- Amend Flood Hazard Development overlay zone regulations per biological opinion.

Open Space, Parks and Historic Sites:

- Luscher Farm Park, which involves work with the City of Lake Oswego to adopt a local parks master plan for Luscher Farm to support existing and planned uses at the farm, as well as on associated public open space properties.

Other:

- Minor and Time-Sensitive ZDO Amendments;
- Completion of the ZDO audit.

Commissioner Phillips asked Karen to discuss the Climate Action Plan and what the different components are going to be. Karen explained that it is a project that is being managed by the County's Sustainability Office with a consultant. They are looking at identifying actions that will help Clackamas County become carbon neutral by 2050. This could involve a multitude of different actions from transportation initiatives to land use. The BCC wants to make sure that the process is allowed to happen and the conversations take place before we move too far forward.

Commissioner Peterson asked for a refresher on how projects move up on the priority list. Karen provided an explanation of the different components the projects may have or may require (funding, staff time, policy priorities, etc.).

Commissioner Pasko suggested tying the Work Program to Performance Clackamas.

Commissioner Murphy is very concerned with protecting our natural resources as well as where we are putting housing. We need to be careful that we are not putting people in hazards way. We need to focus and stay very, very flexible on this.

Commissioner Pak asked if there is an interdependency between the Climate Action Plan and the natural resources that we would follow, or is it just a matter of limited staff resources that would mean the Planning team would not be able to work on both at the same time. Karen answered that it has more to do with understanding what the actions are coming out of the Climate Action Plan. The Board doesn't want us to get ahead of that project. It has more to do with that than staffing, since the Sustainability Office are actually staffing that project.

Commissioner Pak also asked if there is a plan in the works for dealing with storm water management in the rural areas. Jennifer Hughes said that the County has jurisdiction outside of water districts, but that we don't have the standards themselves in our zoning code other than some general language. The County Roadway Standards would be where those are covered.

Commissioner Stevens opened the meeting for public testimony.

Karen Bjorklund: Ms. Bjorklund represents the CPO Summit, which is an independent forum for CPO leaders to discuss issues that they have in common. The CPO Summit collectively made two request for projects to be added to the Long Range Work Program this year. The first request is to have a longer appeal period for CPOs. Right now the appeal period is 12 days, which creates a problem for these organizations who have to gather their members and take a vote in order to file an appeal. Jennifer provided a detailed explanation of how State legislation mandates the deadlines in which a land use decision must be issued. We are obligated to provide applicants with the certainty of knowing at what point their land use decision is final. We can explore some different options, but there are requirements that are outside of our control.

Valerie Chapman: Ms. Chapman is representing the Oak Grove Community Council. They would like to see manufacturing of craft and artisan products permitted in commercial districts. They would also like to have CPOs invited to pre-application conferences so that they can provide comments prior to a land use application being filed. They are also in support of natural and historic resource protection. Additionally, they request that there be some sort of public art standards.

Suzanne Wolf: Ms. Wolf is currently service as President of Historic Downtown Oak Grove. They have also requested that the County adopt a definition for artisanal manufacturing so that it could be allowed in commercial districts. They would like to see it added to the Minor and Time-Sensitive Amendments package.

Jane Morrison: Ms. Morrison would like to have clear and objective standards on preserving trees.

Neil Schulman: Mr. Schulman is Executive Director of the North Clackamas Watershed Council. He would like see the County implement the updated maps that are used to administer Goal 5. The County is largely using a Department of Forestry stream layer from 2000 to administer stream buffers and setbacks. It has been acknowledged to be missing hundreds of miles of small salmon-bearing streams and waterways. Updating those maps is going to be critical to the County's ability to plan for climate resiliency, flood attenuation, and fire resistance. The second thing he would like to see is a requirement for alternative design techniques for development in natural resource overlay districts.

Scot Siegel: Mr. Siegel is the Lake Oswego Planning and Building Director. The Luscher Farm is at the northeast corner of Rosemont and Stafford Roads. It is a designated resource in Clackamas County and is a historic farmstead. The City of Lake Oswego conducts educational courses and programs on the site. There is passive and active recreation taking place on the site. What they are looking for is a path for allowing both the current uses that are already occurring on the farm property and those that are planned in the future. In consultation with the Planning Director and County staff, they believe that a parks master plan is the most appropriate option. Lake Oswego has already committed their staff to doing the work on this project, including due diligence and community outreach. The programs that are planned for the farm are intended to capitalize on the historic value of the site.

Ivan Anderholm: Mr. Anderholm is Director of the Lake Oswego Parks & Recreation Department. Lake Oswego underwent a public engagement process between 2010 and 2013 that included not only Lake Oswego residents but nearly 80 of the neighbors in the Stafford Hamlet. Their goal is to keep the property as a reflection of the rural nature that it is in. They want to preserve the historic farmhouse, bunkhouse, and white barn. It also provides farm education for production of community supported agriculture and is a place for the residents of the area to come and have a community garden plot. The goal is to not only honor the rich history of the past, but to educate future citizens on the value of agriculture.

Ted Labbe: Mr. Labbe is Executive Director of Urban Green Spaces. He would like to provide support for the comments received from the Oak Grove and Jennings Lodge CPOs as well as the North Clackamas Watershed Council. He believes that compliance with recent legislative mandates can be accomplished in a way that boosts safeguards for urban tree canopy and advances our natural resource conservation goals. He also supports incorporating more current stream maps and more proactive mitigation of storm water runoff.

Commissioner Phillips would like to see our ZDO updated to match recent updates to State law around listing properties on local historic inventories. Jennifer said that can be added to the list of minor and time-sensitive amendments.

Commissioner Pasko thinks that the watershed evaluation is a really important issue that we need to make sure we don't lose. Jennifer said that there are two different programs. There is Goal 5, which is the wildlife habitat and is married to a very specific map that was adopted on a very specific day and we cannot change that. Water quality regulations do work a little bit differently though. They are not map-based, they are field-based, so in the urban area you can potentially have restrictions based on streams that are not mapped on a particular inventory. In the rural area that is also theoretically the case, we just don't have as good of information in the rural areas as we do in the urban areas. And our water quality regulations in the rural area are not nearly as clear as the ones that Metro has adopted. Commissioner Phillips said that the white paper needs to address an action plan.

Commissioner Pak suggested that we take a look at best practices from other jurisdictions for natural resource protection. Water Environment Services would be a great place to start. We don't necessarily have to start from ground zero.

Commissioner Peterson supports addressing the appeal process for CPOs and the artisanal manufacturing. Those both seem to be fairly straightforward issues that could be taken care of without a lot of staff effort. Jennifer said that she doesn't see any reason why we couldn't accommodate both of those in the next work program.

Commissioner Murphy moved to recommend the proposal as presented by staff with a few minor adjustments:

- all of the natural resource issues that were discussed today get on the issues paper and stress that that's very important to include it;
- immediate action in the issues paper;
- include the topics that came up on community housing;
- participation of CPOs in the pre application meeting, with notice sent to CPOs and looking at the procedure for appeals from CPOs (but first seeing if there's a procedural way we can facilitate that before looking into extending the timeline);
- and then we want to look at adding to the minor and time sensitive ZDO update, making sure that the historic procedures for delisting match the updated State requirements, as well as any other State requirements that we need to be complying with that we haven't updated our code for, and looking at the land division process in regards to contributing outbuildings and other features that are part of the historic significance of the primary structure;
- and to add artisanal manufacturing.

Commissioner Schroedl seconded the motion. *Ayes=7; Nay=0. Motion is passed.*

Commissioner Phillips informed the Planning Commission that she will be resigning due to a change in her work responsibilities.

Jennifer provided a schedule update.

Jennifer discussed recent land use related activity at the BCC.

Other general Planning Commission business was discussed briefly.

There being no further business, the meeting was adjourned at 9:43 pm.