

**PLANNING COMMISSION
MINUTES**

August 22, 2022

Meeting held via Zoom meeting online

Commissioners present: Tammy Stevens, Gerald Murphy, Brian Pasko, Louise Lopes, Steven Schroedl, Michael Wilson, Carrie Pak.

Commissioners absent: Tom Peterson, Kevin Moss

Staff present: Karen Buehrig, Martha Fritzie, Jennifer Hughes, Darcy Renhard, Joy Fields, Stephen Williams.

Commission Chair Murphy called the meeting to order at 6:32 pm.

General public testimony not related to agenda items: none.

Kelly Reid and Sadie Carney from DLCD presented staff with a 2022 Achievement in Citizen and Community Engagement Award for their extensive and innovative work on multicultural outreach for the Middle Housing Project. Karen Buehrig acknowledged Martha Fritzie and Joy Fields for all of their great work leading this project. Commissioner Pasko asked if this could be an example of how we reach out on future efforts and asked what type of funding might be available if we do. Ms. Reid answered that DLCD does have available funding for different types of community outreach projects, and that diverse community engagement is one of the major goals of their agency. She is happy to work with County staff to determine what funding opportunities may be available.

Chair Murphy opened the public hearing for ZDO-284: an update to the Damascus Mobility Plan. This is a legislative proposal to amend Chapter 5 of the Clackamas County Comprehensive Plan. Stephen Williams presented the draft proposal, which is a specific update to the County's Transportation System Plan (TSP) in the Damascus area. This area has not had specific transportation plans since the city disincorporated.

Oregon Revised Statutes require that all cities and counties have an adopted TSP to identify existing and future transportation needs based on adopted zoning. The Clackamas County TSP was last updated in 2013, at which time Damascus was still a city. When the city disincorporated in 2016, Clackamas County became responsible for maintaining a TSP for that area. The Damascus Mobility Plan identifies street and intersection needs to address short and long-term transportation issues with the Damascus area as well as congestion and safety issues at intersections on the Highway 212 corridor between SE 187th Avenue and SE 242nd Avenue. It also incorporates ODOT's proposed improvements. The Damascus Mobility Plan is designed to work in conjunction with the County's recently adopted Transit Development Plan as well as the Active Transportation Plan (which is being developed) to address walking and biking modes.

Clackamas County has been working closely with ODOT and the City of Happy Valley to develop this plan. Development of this plan consisted of several steps. First, a traffic analysis was conducted of seventeen intersections in Damascus using traffic data that was collected prior to the pandemic. A safety assessment for the five year period between January 2015 and December 2019 was also performed. There was also a study done of the existing Damascus area transportation system. As a result of these studies twenty-two projects were identified as being necessary for improvements to the transportation system in Damascus. These projects fell into three general categories: adding turn lanes at some intersections, realigning roads at intersections to improve safety, and adding shoulders on arterial and collector roads as called for in the adopted TSP and County Roadway Standards. Staff evaluated existing and future traffic volumes and crash

patterns and supplemented that with public feedback from a project open house in August 2021. Alternatives were then developed and evaluated for the Damascus area and at the Highway 212 intersections, then prioritized these projects using the TSP criteria. Public feedback from a second open house in March of 2022 was used to create a final project list.

Projects were prioritized into the three categories that are used in the TSP and are matched to available funding:

- Tier 1: capital projects that are needed within the next 20 years and are matched with anticipated funding;
- Tier 2: preferred capital projects that are needed to meet population, housing, and employment projects but do not have identified funding; and
- Tier 3: long-term capital projects that would be beneficial if funding were available.

Six of the projects identified fell into the Tier 1 category, the highest priority, with a total estimated cost of just over \$9m. Five projects landed in the Tier 2 category with a total estimated cost of \$9.7m, and eleven Tier 3 projects were identified with a total cost of \$41.2m. The cost for all twenty-two projects is \$72.9m. Amendments to the County TSP were also identified that need to occur in order to integrate the Damascus Mobility Plan as well as a few minor text amendments to the Comprehensive Plan. There were also seven regional projects of concern identified for the Damascus area which were added to the regional project list. These project will have a traffic impact in the area but the regional projects are not within the County's control.

In accordance with State law, the plan had to be evaluated to ensure consistency with the Statewide Planning Goals. The Goal related to transportation systems is Goal 12. The purpose of Goal 12 is to ensure that the County's transportation system is adequate to serve land uses that the County has planned. These proposed transportation projects are sufficient to serve the land uses anticipated in the Damascus area.

The Plan must also be consistent with the Metro Regional Transportation Functional Plan. Staff conducted a review of the Damascus Mobility Plan and determined that it is consistent with the Metro Plan. A notice was provided to Metro for review, and they notified us that they had no comments. The Damascus Mobility Plan has also been determined to be consistent with the Clackamas County Comprehensive Plan and the Zoning and Development Ordinance.

Staff is recommending that the Planning Commission recommend approval of ZDO-284 to the Board of County Commissioners, including:

1. Updates to Tables 5-3a 20-Year Capital Projects, 5-3b Preferred Projects, 5-3c Long Term Capital Projects, and 5-3d Regional Capital Projects;
2. Updates to Map 5-11a showing the Capital Improvement Plan; and
3. Text amendments to Comprehensive Plan Chapter 5: Transportation System Plan and Appendix B: Summary of Supporting Documents.

Commissioner Pasko asked about outreach to the CPOs. Martha explained that the Damascus CPO did become recognized as an active CPO about a year ago. Commissioner Pasko said that the Boring CPO did not seem to know anything about this proposal. Stephen replied that the focus for this proposal was the Damascus area. Commissioner Pasko stated that the people in the Boring community experience the same traffic issues along Hwy 212. Stephen said that we are making plans for a TSP update sooner rather than later that will address the entire unincorporated area of the County.

Commissioner Wilson asked what the time frame is for the projects on this list. Stephen explained that the highest priority tier are projects that we identified as having the potential funding to get done within the next 20 years. Tier 2 projects are those that we hope to be able to do with available funds either from our transportation funding sources or other sources, and Tier 3 projects are those that do not currently have a funding source but are eligible to be submitted for consideration for grants or other sources. Karen added that all of the project on the list have been identified as necessary within the next twenty years, but when it comes down to it we only anticipate funding for about 15% of them. Those are the projects in the top tier. If we happen to come up with more funding than we anticipated then we would really be looking at those additional projects.

Commissioner Murphy pointed out that there are actually only 21 projects on the list. Stephen agreed, as one of the projects had been determined to be within the Happy Valley urban growth management area. The number change was noted.

Commissioner Murphy asked if there was a plan to bring Trimet services out to the area. Karen explained that this area is not currently within the Trimet Service District, but that we have been discussing with our regional partners the need for service through this area.

Commissioner Schroedl wanted to know how residents would come down Sunnyside Road and go across the street to Anderson Road. Stephen answered that that intersection has not been designed yet. It would have to undergo a traffic study to determine which movements are needed and are going to be safe. Then they would design the intersection. Right now it is simply a proposal that was included in the plan. It is also a project that ODOT identified as the number one priority in their process on Hwy 212. Commissioner Pasko asked for more clarification on what it means that the Sunnyside/Anderson/212 intersection is a number one priority. Stephen said that ODOT recently completed a study of this corridor from 187th out to 242nd and they have put this as a number one priority and identified it for funding within the next five years. That being said, anytime you say that something is an ODOT priority the legislature has to give them the money to actually build the project. Karen said that one of the challenges with that intersection is that the improvements there would need to be paired with improvements to Foster Road. The signal at Sunnyside is there, as well as a new connection that would occur to the north through the area that is being planned by Happy Valley. So there is a set of improvements that have to happen together in order for them all to work, which will be somewhat driven by both developments and the appropriate timing of investments. Commissioner Pasko is very concerned that two-thirds of the projects on Tier 1 are for the benefit of Happy Valley expansion. This leaves the people in the unincorporated part of Damascus to have to continue living with this safety problem which is just going to get worse. As long as he has been on the Planning Commission, he has watched the cities of Milwaukie, Oregon City, and Happy Valley get everything they want time and again. This is coming at the detriment of the people in the unincorporated areas, and those are the people that this Commission is supposed to be representing. Supposedly ODOT is going to be part of this solution, but they are not even sitting here at the table with us. We should not be allowing the Happy Valley widenings and those other pieces to move forward without a local solution.

Chair Murphy asked if there were any representatives from any other government organizations who wished to provide testimony. There were none. Chair Murphy asked if there were any representatives from CPOs who wished to testify. There were none. Chair Murphy opened the hearing for public testimony.

Diana Helm, Damascus – Ms. Helm has lived in Damascus for nearly thirty years. She has a business on the corner of Hwy 212 and Foster Road, and stated she hears the car crashes at Sunnyside on a pretty regular basis. They have even rescued a few people out of their cars. She has served on the Pleasant Valley/North

Carver Citizen's Advisory Committee for 16 months, so she has also been a part of that process. Her latest concerns relate to the intersection map of Sunnyside Road and Hwy 212. When Damascus was a city, it was really hard to get ODOT on board with the needed improvements to the highway. If people are coming up Sunnyside Road, how are they going to go East? There is an island so they can't take a left, and then on the map there is another island on Hwy 212 which is just going to make the problem even worse. Secondly, the widening of Foster Road as it comes down to 212. That almost hits her building, so she could literally have a car end up in her building. She doesn't disagree with widening Foster Road, even though the ADA ramps were all installed within the last couple of years. But maybe rather than encroaching on two small businesses, maybe Foster Road could shift a little over to the east on the Safeway side and take out some of their landscaping. They have room to spare, whereas she does not. She would also ask that the intersection not be improved until there is an east/west connection because if you are going to get people off of Sunnyside Road, the only alternative is Vogel Road, which is essentially a one lane road with no shoulder. It also goes in front of an elementary school. We may fix one problem, but we will be creating more. Stephen explained that the plan is for the left turn at the Sunnyside/212 intersection would be closed so you wouldn't be able to go east. 187th Avenue would be improved and there would be a signalized intersection with 212 so that would be the opportunity for people to make an eastbound left turn. Ms. Helm pointed out that right now 187th is a gravel road. Stephen replied that it would be improved. It was one of the high priority projects until we figured out that it was actually in Happy Valley, so now it is one of Happy Valley's high priority projects.

Christine Boatman, Damascus – Ms. Boatman has spoken out against the Happy Valley Comprehensive Plan, but nobody is listening to residents. There needs to be more public outreach as these changes have huge impacts on people's neighborhoods and homes. People deserve more input and more communication about what is happening. Another problem is that nothing in this plan addresses the large number of semi-trucks that are going to be brought in on Sunnyside Road as a result of a large industrial complex that is being built on Armstrong Circle near 172nd. The intersection of Bel Aire Drive with OR 212 needs to be addressed. Neighborhood streets will no longer have good access to 212 with the new congestion. Also, there is the 187th plan and the traffic circle there. Right now this is a dirt and gravel road. The plan is to make this into a very large road. The residents are horrified about what is being done with the paving of that road and the addition of a traffic circle. What is being done will destroy a whole neighborhood and community. Additionally, that traffic circle on 187th is located right on a blind corner, so the County needs to be really careful about what is put in as far as traffic controls.

Commissioner Pasko shares the same concerns about turning 187th into a major thoroughfare. Especially since there has not been any discussion with the residents. It is clearly being planned by people who do not live in that community, and there clearly has not been enough discussion around that.

Commissioner Lopes asked if there is a deadline when we have to move forward with this, or could there be opportunity for more public outreach. Stephen said that we do have to have a plan in place eventually, but there is no hard and fast deadline. Karen explained that what this proposal is doing is putting projects on our TSP. We need to have those on the TSP before the investments can be made. This is a very complicated area, especially as we think about 187th which really is currently that boundary between the area that is being planned by Happy Valley and the area that is being planned by Clackamas County. It is critical for us to be able to include projects on the ODOT system within our plan if we are ever to find funding for them. That is one of the things that is helpful about this plan, it starts to provide some level of focus for what types of investments are needed. Without those projects on our plans we have more difficulty in advocating funding for them.

Commissioner Schroedl said that Damascus has been passed over time and again, and is now being forced to grow. They have been denied the ability to grow for 50 years either because of an urban growth boundary, or Metro, or Clackamas County, or the residents of Damascus themselves. It has been neglected and therefore never happened. Now it has congestion and accidents. The plan sounds like “we hope there is money, but if something happens then there isn’t money”. More accidents are going to happen and if we don’t address it, it is our fault because we know where the problem is.

Chair Murphy closed the public testimony portion of the hearing and moved to deliberations.

Commissioner Pasko said that the only way he gets to recommending approval is if we have an understanding that the 6 Happy Valley projects only move forward in conjunction with regional project 4099, which is the development of the Sunnyside intersection. One of the priority projects is to establish a long-term vision in conceptual alignment, cross-sections, and access locations for Hwy 212 between 172nd and Hwy 26. There are capital investments that need to be made to Hwy 212 that intersect with Clackamas County roads, but there is also this longer-term vision of how all of those pieces work together. These are all high priority projects, but it is not just the investment to Hwy 212. There also needs to be a lot of thought given to the investments to County roads that might cause increased traffic and an impact. The Planning Commission wants to hear that there is a plan for the fixes to actually be done, not just talked about. This has been talked about for 50 years to the point that the residents just don’t believe it anymore. It is imperative that we communicate to the Board of County Commissioners the critical nature of this intersection. We also need to bring our other partners to the table, including ODOT and representatives from Happy Valley.

Commissioner Pasko motioned to recommend that the BCC approve ZDO-284 with great reservation, and only with the stipulation that projects 1140, 1141, 1142, 1143, 2045 and 2046 would move forward in conjunction with regional project 49-9. Commissioner Stevens seconded the motion. (*Ayes=6: Murphy, Stevens, Pasko, Pak, Schroedl, Lopes; Nays=0; Abstain=1: Wilson*)

There being no further business, the meeting was adjourned at 9:02 pm.