



MIKE MCCALLISTER  
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

**PLANNING COMMISSION AGENDA**

Monday, March 12, 2018

6:30 p.m.

DSB Auditorium, 150 Beavercreek Rd., Oregon City

Contact: Darcy Renhard  
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Also published on the internet at:  
<http://www.clackamas.us/planning/>

This meeting location is accessible to persons with disabilities. To request accommodations, please contact Darcy Renhard at 503-742-4545 or [drenhard@clackamas.us](mailto:drenhard@clackamas.us) no later than Thursday prior to the meeting.

**1. CALL TO ORDER**

**2. PUBLIC COMMENT**

*This is an opportunity for attendees to provide comment to an item that is not on the agenda.*

**3. PUBLIC MEETING**

a) 2018-2019 Work Program ‡	<b>Jennifer Hughes</b> <a href="mailto:JenniferH@clackamas.us">JenniferH@clackamas.us</a> 503-742-4518 <b>Karen Buehrig</b> <a href="mailto:KarenB@clackamas.us">KarenB@clackamas.us</a> 503-742-4683
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**4. OTHER BUSINESS**

- a) Public testimony – providing addresses when testifying

**5. SCHEDULE REVIEW**

**Planning Commission**

- a) March 26, 2018: nothing scheduled  
b) April 9 & 23, 2018: nothing scheduled at this time  
c) May 14, 2018: Study session – ZDO-268 (tentative)

**Board of County Commissioners**

- a) March 21, 2018: Hearing – ZDO266 (ZDO Audit)

**6. ADJOURN**

‡ Attachments

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John Drentlaw, Chair \* Brian Pasko, Vice-Chair \* Christine Drazan \* Mark Fitz \* John Gray  
\* Gail Holmes \* Thomas Peterson \* Mary Phillips \* Michael Wilson \*



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DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

March 5, 2018

To: Clackamas County Planning Commission

From: Jennifer Hughes, Principal Planner  
Karen Buehrig, Transportation Planning Supervisor

RE: Long-Range Planning Work Program for 2018-2019

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Every year, county Long-Range Planning staff focus on high-priority projects that have been suggested by staff, other county departments, the Board of Commissioners, community groups and/or members of the public, prioritized by staff, and adopted by the Board of County Commissioners (BCC) after review by the Planning Commission.

The purpose of the Planning Commission meeting on March 12, 2018 is to provide an opportunity for public testimony on the draft recommendation for the 2018-19 Long-Range Planning work program, and for the Planning Commission to discuss and develop a recommendation on the work program that will be brought forward to the Board of County Commissioners on April 3, 2018.

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

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

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

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

## **Proposed Projects**

A total of 43 projects were submitted for consideration. After reviewing staff time availability, and the above criteria, staff recommends 14 projects for the 2018-19 Long-Range Planning work-program. Seven of the projects have a land use focus and seven have a transportation focus. Two additional transportation planning projects may begin near the end of the 2018-19 fiscal year if grant funding requests are successful. The development of the annual work program is timed to provide a basis for budget discussions for the upcoming fiscal year. We project that there will be 2.75 FTE of land use planning staff time and approximately 1.75 FTE of transportation planning staff time available for the Long-Range Planning work program in 2018-2019.

Attached is a summarized list of projects submitted for consideration for the work program. It is divided into two attachments, which will be presented in more detail at the March 12, 2018, Planning Commission meeting.

- Attachment A, *Summary of 2018-19 Draft Long-Range Planning Work Program Recommendation* is an overview of the draft recommended projects with an assessment of how the recommended projects achieve the above criteria.
- Attachment B, *Long-Range Planning Work Program Recommendations for 2018-19 – Draft V February 15, 2018*, is the table of all of the projects suggested during the outreach period.

## **Public Outreach**

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

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

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

## **Recommendation**

Staff recommends that the 2018-2019 Long-Range Planning Work program include the 14 projects identified in Attachment A.

Summary Draft: Recommended Projects for Long-Range Planning Work Program 2018-19															
PROJECT NO.	PROJECT NAME	ESTIMATED STAFF RESOURCES - FTE (full-time equivalent)	Requested by CPO/public/other agency or dept? In Transportation System Plan (TSP)?	SUPPORTS COUNTY STRATEGIC GOALS	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	SUPPORTS OTHER CURRENT INITIATIVES	Is the project timely, supporting other current initiatives	CONSISTENT with REGIONAL / STATE REQUIREMENTS	RESULTS IN CHANGE to ZDO, Comp Plan or other planning document		
L-1	Zoning and Development Ordinance (ZDO) Audit final year, including focus on special districts, definitions, re-numbering, etc.	1			Y						Y		Y		
L-2	Park Ave Station Development and Design Standards	0.2	Y		Y	Y	Y	Y	Y		Y		Y		
L-3	Marijuana Ordinance Amendment	0.25			Y			Y			Y		Y		
L-4	Housing Focus - Allow short-term rentals (e.g., Air BnB) in single-family residential zones	0.5			Y	Y					Y		Y		
L-5	Housing Focus -Revise Comprehensive Plan Policies Guiding Zone Changes in Low-Density Residentail Zones	0.2	Y		Y						Y		Y		
L-6	Housing Focus - Accessory Dwelling Units (ADUs) in rural areas	0.2			Y			Y			Y		Y	Y	
L-7	Housing Focus: Housing Needs Assessment and Buildable Lands Inventory	0.2	Y		Y			Y			Y				Coordination with Health, Housing & Human Services, and C4 project. May lead to plan changes in future years.
	Land Use FTE for Damascus Transportation and Arndt Road Projects	0.15													
	Potential for future year - Rhodedenron Village Center Community Visioning Plan (FTE to be determined)		Y		Y			Y					Y		
	FTE Total for LAND USE Planners	2.7													
T-1	Safe Routes to Schools – Develop Action Plan and Coordinate Outreach/Education	0.3	TSP				Y	Y			Y		Y		
T-2	Transportation System planning for the unincorporated area formerly within the boundaries of the city of Damascus (outside the planning jurisdiction of Happy Valley)	0.4	TSP			Y	Y				Y		Y	Y	
T-3	Canby Ferry Toll Bridge Feasibility Study	0.2			Y	Y	Y				Y				Feasibilty study. May lead to plan changes in future years.
T-4	Arndt Road Extension Goal Exception	0.3	TSP			Y	Y				Y		Y		
T-5	Stafford Area Preliminary Infrastructure Feasibility Analysis (SAPIFA)	0.2			Y	Y	Y	Y			Y				Feasibilty study. May lead to plan changes in future years.
T-6	Implement Development Review Performance Measures for for Sidewalks, Bikeways, Transit and Safety	0.1	TSP			Y	Y						Y		
T-7	Barton Park Complex Master Plan	0.25	Y				Y		Y		Y				Impacts DTD facilities. May lead to plan changes in future years.
	Potential if Funding is Secured : Lake Oswego to Oak Grove Willamette River Ped-Bike Bridge Feasibility Study (.25 FTE)		TSP			Y	Y	Y			Y				Feasibilty study. May lead to plan changes in future years.
	Potential if Funding is Secured : Transit Planning for Clackamas County (.2 FTE)		TSP			Y	Y	Y			Y		Y		
	FTE Total for TRANSPORTATION Planners	1.75													



Department of Transportation & Development  
Long-Range Planning Work Program Recommendations for 2018-19  
DRAFT IX: March 5, 2018

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

INTRODUCTION

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

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

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

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

The projects that made it through to the list of potential projects for 2018-19 will be discussed at a Board of County Commissioners Policy Session on February 27, and be discussed and be the topic of public hearing at the Planning Commission meeting on March 12, 2018. Funding for the selected projects will be included in the county's budget for the 2018-19 fiscal year, which begins July 1, 2018.

LAND USE PLANNING PROJECTS RECOMMENDED FOR 2018-19

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



## TRANSPORTATION PLANNING PROJECTS RECOMMENDED FOR 2018-19

#	Project	Description	Source of Proposal	Staff Comments	Estimated Staff Time (full-time equivalent – FTE)	County Strategic Goal Supported
T-1	<b>Safe Routes to Schools (SRTS)</b>	Develop SRTS action plans for four schools in order to increase safety for children, parents and others going to and from schools. Involves education and outreach, research and analysis, and writing plans.	Transportation Planning	3rd year of 3-year grant; 12 schools total, or an average of 4/year	0.3 FTE	Goals 2, 3
T-2	<b>Damascus Area Transportation Needs</b>	Review current plans for transportation projects on county roads in unincorporated area formerly in the city of Damascus and outside Happy Valley's planning jurisdiction, and identify or develop needed projects to include in the county's Transportation System Plan (TSP). Will involve public notice and outreach, public hearings, and adopting Comprehensive Plan amendments	Transportation Engineering & Construction	Happy Valley received a \$400,000 Metro 2040 grant for the Pleasant Valley / North Carver Comp Plan.	0.5 FTE	Goals 1, 2
T-3	<b>Canby Ferry Toll Bridge Feasibility Study</b>	Analyze the feasibility of replacing the Canby Ferry with a toll bridge at the current ferry location, with a focus on traffic analysis, toll operations and administration, and financial feasibility.	Transportation Engineering & Construction	The Canby Ferry provides daylight service across the Willamette River for \$4 per trip, with relatively low use, at a cost of approximately \$400,000/year.	0.2 FTE	Goals 1, 2
T-4	<b>Arndt Road Extension Goal Exception</b>	Develop a goal exception to support the crossing of the Molalla River in relation to the Board of Commissioners goal to provide access from I-5 to the city of Canby. Includes completing the cost estimate, discussing cost and funding sources with Canby and updating the goal exception for alignment.	Transportation Planning	No current funding source.	0.1 FTE land use 0.3 FTE transportation	Goals 1, 2
T-5	<b>Stafford Area Preliminary Infrastructure Feasibility Analysis</b>	Study potential demands that various levels of urban growth would have on sewer, water, storm water and transportation infrastructure in the Stafford area, and how those demands would impact neighboring cities. Recommend appropriate future jurisdictional responsibility of areas within Stafford.	Transportation Planning	Final reserves decision expected before 2018 legislative session. Funding extended through 2018	0.2 FTE	Goals 1, 2, 3, 4, 5
T-6	<b>Development Review Performance Measures</b>	Research impacts of implementing additional performance measures for sidewalks, bikeways, transit and safety. Include safety performance measures in Transportation Safety Action Plan (TSAP) project development. Involves reviewing past development review applications, public outreach, and notice and hearings, if amendments are needed.	Transportation Planning	Held over from 2017-18, when no staff was available.	0.1 FTE	Goals 1 & 2
T-7	<b>Barton Park Complex Master Plan</b>	Provide long-range planning support to develop a master plan to ensure coordination and best use of the various facilities and amenities at the complex to meet the long-term needs of current and future users.	County Parks Division	Barton Park, is accessible off SE Barton Park Road and provides a connection to the Cazadero Trail. It has a Transportation Maintenance storage facility, Barton Sand & Gravel Pit reclamation, 6-acre Fandrich property, a ticket booth and property owned by Metro.	0.3 FTE	Goals 2 & 4
<b><i>The following projects are recommended for 2018-19 if funding becomes available. Funds are being actively sought for both projects.</i></b>						
T-8	<b>Lake Oswego – Oak Grove Ped/Bike Bridge over Willamette River Feasibility Study</b>	Identify feasible bridge locations; work with regional state and federal partners to determine scope and special studies needed, and to identify appropriate roles and contributions to the project; develop funding plan for construction, operations and maintenance; conduct public outreach to gauge community opinion about the project.	Transportation Planning	This is in Tier 2 of the county's Transportation System Plan (TSP) and in the 2018 update of the Metro Regional Transportation Plan for fiscally-constrained projects. The county's Ped/Bike Advisory Committee recommends it as the highest priority project from the Clackamas area. Active Transportation grant funds are being pursued.	.25 FTE	Goals 1, 2, 3
T-9	<b>Transit Planning for Clackamas County</b>	Seek funding (perhaps TGM) to develop strategies, actions and tools to make transit more usable in the County.	Transportation Planning	Result of talks on Regional Transit Strategy and TriMet Service Enhancement Plans.	0.2 FTE	Goals 1, 2, 3

## PROJECTS NOT RECOMMENDED FOR 2018-19

For future consideration (if time and money are available)

#	Name	Description	Source of Proposal	Staff Comments
NRA	<b>Rhododendron Village Center and Community Visioning Plan</b>	Update Chapter 10.1, Mt. Hood Community Plan, Section 2, Rhododendron, by developing a Rhododendron community plan, including streetscape design for US 26, overall transportation needs, land use and zoning review, and parks and recreation needs.	Rhododendron CPO	The BCC adopted the Villages at Mt. Hood Pedestrian & Bikeway Plan in December 2016. <b>(potential for future year; no time in 2018-19)</b>
NRB	<b>McLoughlin Boulevard Community Design Plan Framework</b>	Plan and develop a community design plan for the unincorporated area of McLoughlin Boulevard north of Gladstone and south of Milwaukie, as a follow-up to the Park Avenue Station Area Development and Design Standards project.	<ul style="list-style-type: none"> <li>McLoughlin Area Plan Implementation Team</li> <li>Oak Grove Community Council</li> <li>Jennings Lodge CPO</li> </ul>	This may be appropriate in the future once the Park Avenue Station Area project is completed.
NRC	<b>Molalla Forest Road Master Plan</b>	Develop a master plan for a new multi-use path along the former private logging road from Canby at SE 13 <sup>th</sup> Avenue to S Macksburg Road to provide a place for people to walk, bike, horseback ride and in-line skate, and link to the Molalla Forest Road section in Canby that is now a multi-use path.	City of Canby and Canby Bike/Ped Committee	This is a City of Canby project. We will continue to work with the city on this and watch for grant opportunities.
NRD	<b>Enable Small-Scale Manufacturing and Production</b>	Amend ZDO to enable certain small-scale manufacturing and production in Community Commercial General Commercial districts.	Oak Grove Community Council	This is a good suggestion and could be broadened to include evaluation of how manufacturing/processing uses are regulated in all commercial zones. There is insufficient staff time available to consider this in 2018-2019 given other priorities, but staff recommends keeping it on the list for a future year's work program.
NRE	<b>Official Recognition of CPOs and Their Role in the Planning Process in the ZDO</b>	Amend the Zoning Ordinance to include official and formal recognition of Community Planning Organizations (CPOs) and their role as participants in the County's planning process, similar to Washington County's Community Development code, with its description and roles of major participants in the planning process. Community members in CPOs volunteer 100s of hours every year to help the County carry out State Goal 1 and public involvement in planning, as it relates to their communities, yet this role is not formally acknowledged or described in the Zoning Ordinance.	CPO Summit	Chapter 2 of the Comprehensive Plan, Citizen Involvement, speaks to the purpose and role of CPOs, and CPOs are mentioned many times in ZDO 1307, which regulates the land use review process. However, it may be useful to review current text and ensure that it accurately and appropriately reflects the role of these important community groups.

Portions to be completed as part of recommended projects

#	Name	Description	Source of Proposal	Staff Comments
NRE	<b>Tree Canopy Preservation</b>	<ul style="list-style-type: none"> <li>Amend ZDO to add building limitations to protect tree canopies within a proposed development with over a specified percentage of tree canopy or number of trees/acre</li> <li>Amend ZDO to require that on land with any acres with a specified percentage of tree canopy or number of trees/acre, any development must be submitted as a planned unit development with at least 20% of the treed land preserved in open space tracts.</li> </ul>	Jennings Lodge CPO	ZDO sections that regulate tree preservation will be reviewed for consistency and clarity as part of the final phase of the ZDO audit. New regulatory protections for trees are beyond the scope of the audit and could require broad public outreach to the extent that development rights would be curtailed.
NRF	<b>Improve Natural Resource Area Protections</b>	<p>Amend ZDO to better balance property rights with the need for strong natural resource area protection:</p> <ul style="list-style-type: none"> <li>Require an alternatives analysis that leverages alternative design techniques to comply with applicable standards of the natural resource overlay district(s) without sacrificing development potential</li> <li>Apply this analysis to development that proposes to encroach on buffers intended to protect resources in the natural resource overlay districts (FMC, HCA, WQRA, WRG, etc.) or regulated by ZDO Section 1002, Protection of Natural Features</li> <li>Amend 1002.04(A) to require development plans to incorporate a specific number of techniques from 1002.04(A), 1-10. Amend ZDO to require tree preservation as provided in 1007.04 with roads planned around groves of trees to preserve them.</li> </ul>	<p>North Clackamas Urban Watersheds Council</p> <p>Jennings Lodge CPO</p>	The ZDO sections that regulate these areas are scheduled to be reviewed for consistency and clarity as part of the final phase of the ZDO Audit. However, new regulatory protections are beyond the scope of the audit and may necessitate broad public outreach to the extent that development rights would be curtailed.

#	Name	Description	Source of Proposal	Staff Comments
NRG	<b>Protect and Enhance Natural Habitat</b>	Identify strategies to protect and enhance existing natural habitat.	Oak Grove Community Council	The ZDO sections that regulate natural habitat protections will be reviewed for consistency and clarity as part of the final phase of the ZDO Audit. However, new regulatory protections for wildlife habitat are beyond the scope of the audit and would necessitate broad public outreach and compliance with Statewide Planning Goal 5.
NRH	<b>Improve Public Participation in Land Use Planning and Development Review</b>	Amend ZDO to add language to improve public participation and resource protections.	Oak Grove Community Council	The procedural standards of the ZDO were reviewed and amended in an earlier phase of the ZDO Audit. The ZDO provides for extensive public notice, CPO involvement and the opportunity to appeal all Type II land use applications to the Land Use Hearings Officer.
NRI	<b>Improve Wetlands Protections</b>	Amend ZDO 1011.02(A) to add wetlands, including recharge areas, so that wetlands identified as open space by the Comprehensive Plan are provided with the same protections as other open space resources in the urban area.	North Clackamas Urban Watersheds Council	Inconsistent ZDO wetlands references will be evaluated as part of the ZDO Audit. Protections can be clarified if they are consistent with the Comprehensive Plan and our Goal 5 program for open space.
NRJ	<b>Protect Neighborhood Character</b>	Amend the ZDO to require that new development protect the character of existing low density neighborhoods, or provide a mechanism for neighborhoods to define their character and require that development be compatible with the identified character	Jennings Lodge CPO	Since state law does not permit urban area housing to be subject to discretionary approval criteria, this would have to be implemented through clear and objective standards such as setbacks, building height, lot coverage and architectural standards. A neighborhood could help define its character, but ultimately the Board would have to adopt any regulatory development requirements.
NRK	<b>Neighborhood Affordability and Development Compatibility</b>	Amend the ZDO to protect the existing character of low- and medium-density neighborhoods through standards for lot size, lot coverage, floor area ratios, percentage of impervious surfaces, building materials, windows and doors, building heights and building orientation on the lot.	McLoughlin Area Plan Implementation Team	<b>[Similar to project above, but with a different approach.]</b> Would require extensive public outreach because it would limit the types of improvements property owners can make to their homes and land. To the extent that land divisions would be precluded, setbacks increased, etc., individual property owner notice would be required. Implementation would increase administrative review time for building permits and submittal requirements for permit applicants.

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

#	Name	Description	Source of Proposal	Staff Comments
NRL	<b>Intergovernmental Agreement (IGA) with Milwaukie</b>	Revise IGA between the County and City of Milwaukie	City of Milwaukie	Administrative task, not planning
NR-M	<b>Update Employment Lands Inventory</b>	Coordinate with Business & Community Services on the development of the Clackamas County Employment Lands Strategy which will prioritize the marketability of employment lands throughout the county.	Business & Community Services	BCS project that Planning can support, as it has in the past.
NRN	<b>Identify New Opportunities for Recreational and Open Space</b>	Incorporate a mechanism into the ZDO or into the regular work of staff to routinely assess private land that becomes available on the market for its suitability in meeting the open space and recreation needs of current and future residents.	<ul style="list-style-type: none"><li>Oak Grove Community Council</li><li>Jennings Lodge CPO</li></ul>	We have no identified funding source to acquire land for open space and recreation. North Clackamas Parks & Recreation District is the designated parks provider for most of the unincorporated urban area. The ZDO, which applies to development proposals, would not be the appropriate way to require county staff to assess land for acquisition.
NRO	<b>Comprehensive Plan for Damascus Area</b>	Adopt an urban comprehensive plan for the Damascus area to allow for greater development opportunities.	Chris Flury, Damascus resident	The Damascus transportation system plan is underway, and Happy Valley is taking the lead on land use planning.
NRP	<b>Borland Road / Willamette Falls Drive Improvements</b>	Develop bike paths along Borland Road and Willamette Falls Drive to improving bike safety on surrounding roads. Create safe tourist loops from Highway 43 to Willamette Falls Road/Borland Road to Stafford Road and back along Highway 43.	Stacey Krish, West Linn resident	This is implementation, not planning.
NRQ	<b>Eliminate Homelessness</b>	End homelessness to enhance quality of life in the area	Dianne Pharo	This is beyond what can be undertaken in a single year, but the recommended housing affordability project is one step in this direction.
NRR	<b>Borland /Ek Road/ Stafford Road Active Transportation Plan</b>	Plan for/provide additional active transportation options in this area.	Planning Commissioner Gail Holmes	This is in the current Active Transportation Plan. Connects with Project T6 on Stafford.



Miscellaneous

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

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

[illegible]

## Hughes, Jennifer

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

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

Thanks,  
Rick

From Ellen's email last week:

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

---

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## Gonzales, Lorraine

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

Hello Lorraine, Mike, and Martha –

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

Denny

### DENNIS EGNER, FAICP

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

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

mellowmartha@aol.com; oldreeves@msn.com; BCS - Dick Shook <dicksallyshook@juno.com>; info@ncuwc.org; ppearussell@gmail.com; barbkemper@yahoo.com; jenningslodgecpo@gmail.com; nathanb@serapdx.com; Rogholly1@aol.com; erikaspooner@gmail.com; Brown, Vahid <VBrown@co.clackamas.or.us>; Barth, Gary <GaryBar@co.clackamas.or.us>; Grubowski-Johnson, Catherine <CGJohnson@clackamas.us>; Swift, Richard <RSwift@co.clackamas.or.us>; Ko, Kevin <KKo@co.clackamas.or.us>  
**Cc:** Rogalin, Ellen <EllenRog@co.clackamas.or.us>; Gonzales, Lorraine <LorraineGo@co.clackamas.or.us>; McCallister, Mike <MikeM@co.clackamas.or.us>; Hughes, Jennifer <jenniferh@co.clackamas.or.us>; Nesbitt, Lindsey <LNesbitt@co.clackamas.or.us>; Buehrig, Karen <KarenB@co.clackamas.or.us>  
**Subject:** Clackamas County Planning & Zoning Work program 2018-2019

Good Afternoon All,

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

Sincerely,

*Lorraine Gonzales. Senior Planner*

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

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## Hughes, Jennifer

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

Lorraine,

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

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

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

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

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

Chris Flury

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EXHIBIT 3

## Gonzales, Lorraine

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

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

Thank you for your public service!

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

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

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

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NOTE: This message was trained as non-spam. If this is wrong, please correct the training as soon as possible.

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EXHIBIT 4



# Rhododendron CPO

*Only through participation can we effect change*

November 10, 2017

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

Attn: Lorraine Gonzales, Senior Planner

Dear Ms. Gonzales,

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

## Rhododendron Community Comprehensive Plan "Rhody Rising"

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

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

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

Sincerely,

Steven Graeper, President  
Rhododendron Community Planning Organization

Attachment: RHODY RISING Rhododendron Village Center & Community Visioning Plan



# Rhododendron CPO

*Only through participation can we effect change*

December 12, 2017

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

Dear Ms. Gonzales,

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

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

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

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

Sincerely,

*Steve*

Steven Graeper, Chair  
Rhododendron CPO  
503-939-5220

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

EXHIBIT 5  
page 2 of 22

# Rhody Rising

## Rhododendron Village Center & Community Visioning Plan



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

### PREFACE

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



## COMMUNITY FACTS

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

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

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

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

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

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

## HISTORY OF RHODODENDRON

### **The Barlow Road**

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

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

### **Tourism**

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

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

### **Infrastructure**

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

### **The Decline of Rhododendron**

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

## RECOGNIZED SAFETY ISSUES AND CHALLENGES

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

### Highway 26 and Speed Limits

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

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

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

### Other Highway Conditions Affecting Rhododendron

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

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

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

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

### **Weather Conditions and Elevation**

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

### **Bike and Pedestrian Traffic**

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

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

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

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

# RHODY RISING

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

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

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

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

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

### Transportation:

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

### Community Vitality:

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

### Economic Development:

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



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

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

#### Transportation Challenges:

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

#### Actions Taken by the RCPO:

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

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

#### Actions Taken by the RCPO:

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

## Possible Future Actions by RCPO to address transportation challenges:

### PEDESTRIAN AND BIKEWAY SAFETY

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

### SPEED REDUCTION AND TRAFFIC CALMING

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

### **Community Vitality Challenges:**

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

### **Actions Taken by the RCPO:**

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

## Possible Future Actions by RCPO to address community vitality challenges:

### COMMUNITY IDENTITY

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

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

### BIKE AND PEDESTRIAN SAFETY

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

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

### **Economic Development Challenges:**

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

**Actions Taken by the RCPO:**

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

**Possible Future Actions by RCPO to address economic development challenges:**

**ECONOMIC DEVELOPMENT**

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

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

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

**Resources and Potential Resources**

**Seder Architecture + Urban Design LLC**

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

**Local Grant Writers**

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

**Clackamas County Board of Commissioners**

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

**Clackamas County Main Street Program**

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

**Clackamas County Tourism and Cultural Affairs**

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

**Clackamas County Economic Development**

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

**Rural Development Initiatives, RDI**

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

**Clackamas County Planning**

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

**Clackamas County Public and Governmental Affairs**

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

**Oregon Department of Transportation**

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

**Business Oregon - BIZ OREGON**

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

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

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

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

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

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

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



## Building Blocks in Place

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



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

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

### Overview

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

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

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

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

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

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

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

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

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

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

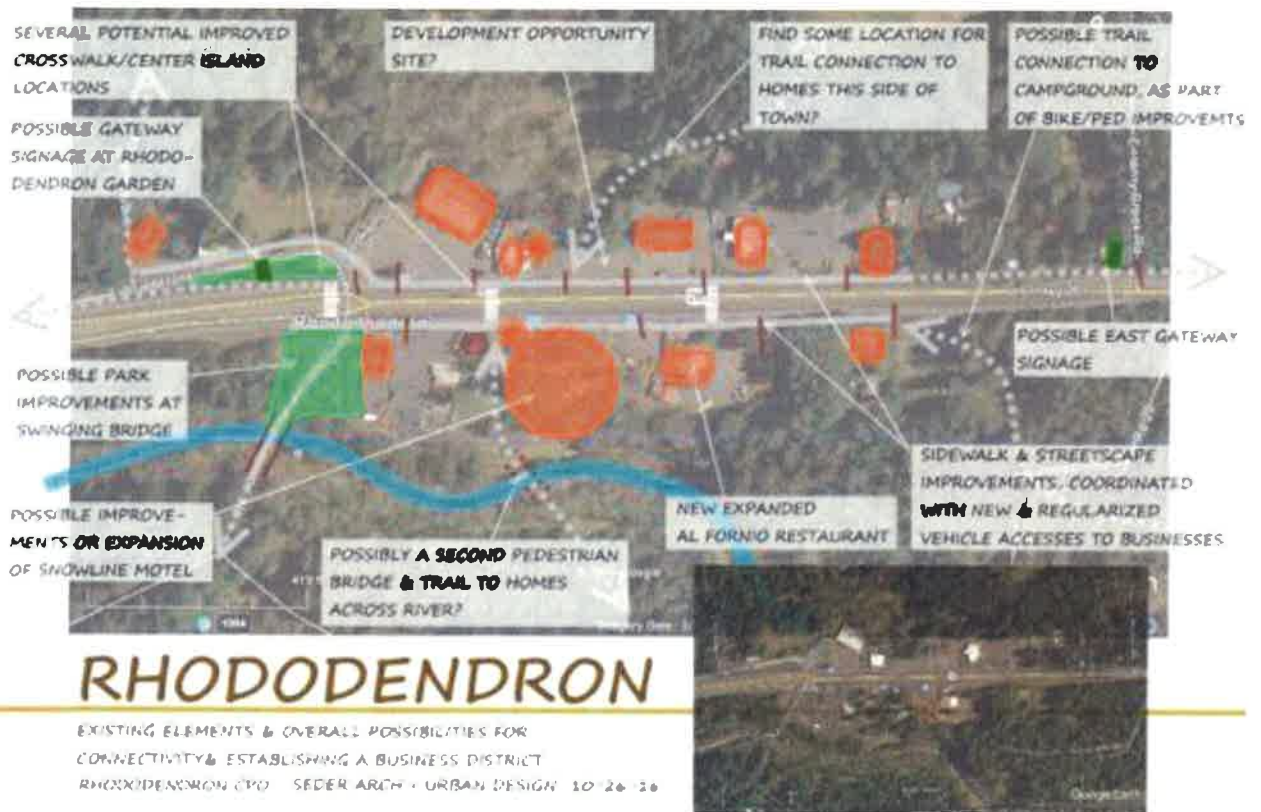
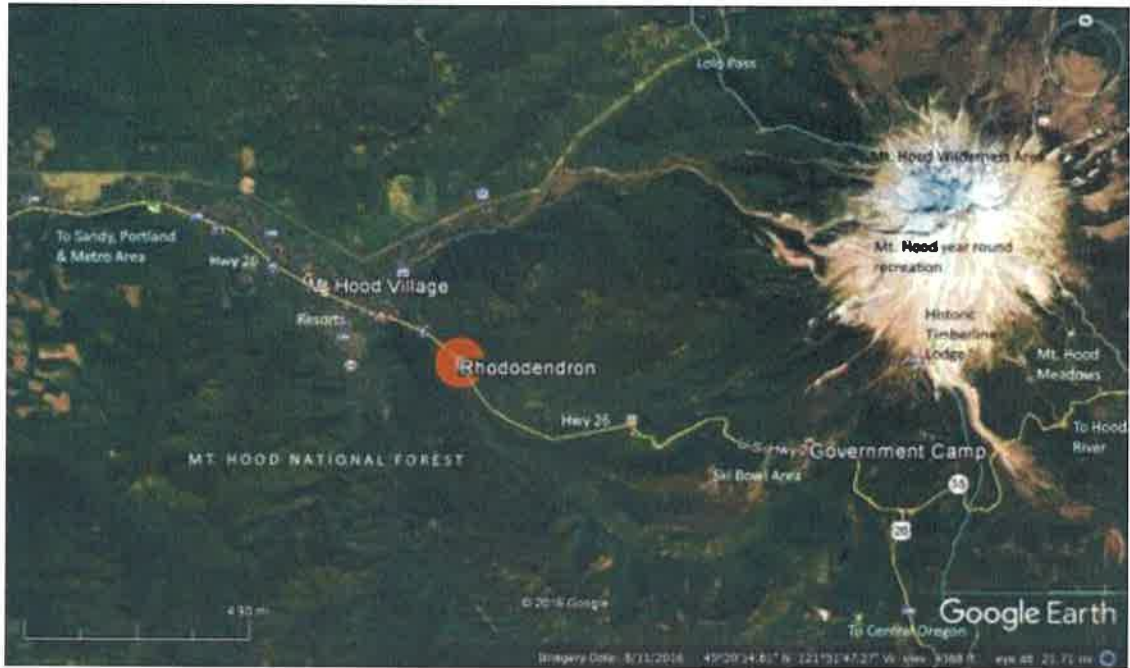
**Phase 3** – Coordination of resources and scheduling of work – Budget \$TBD – Not Started  
(funds to be raised through grant application)

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

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

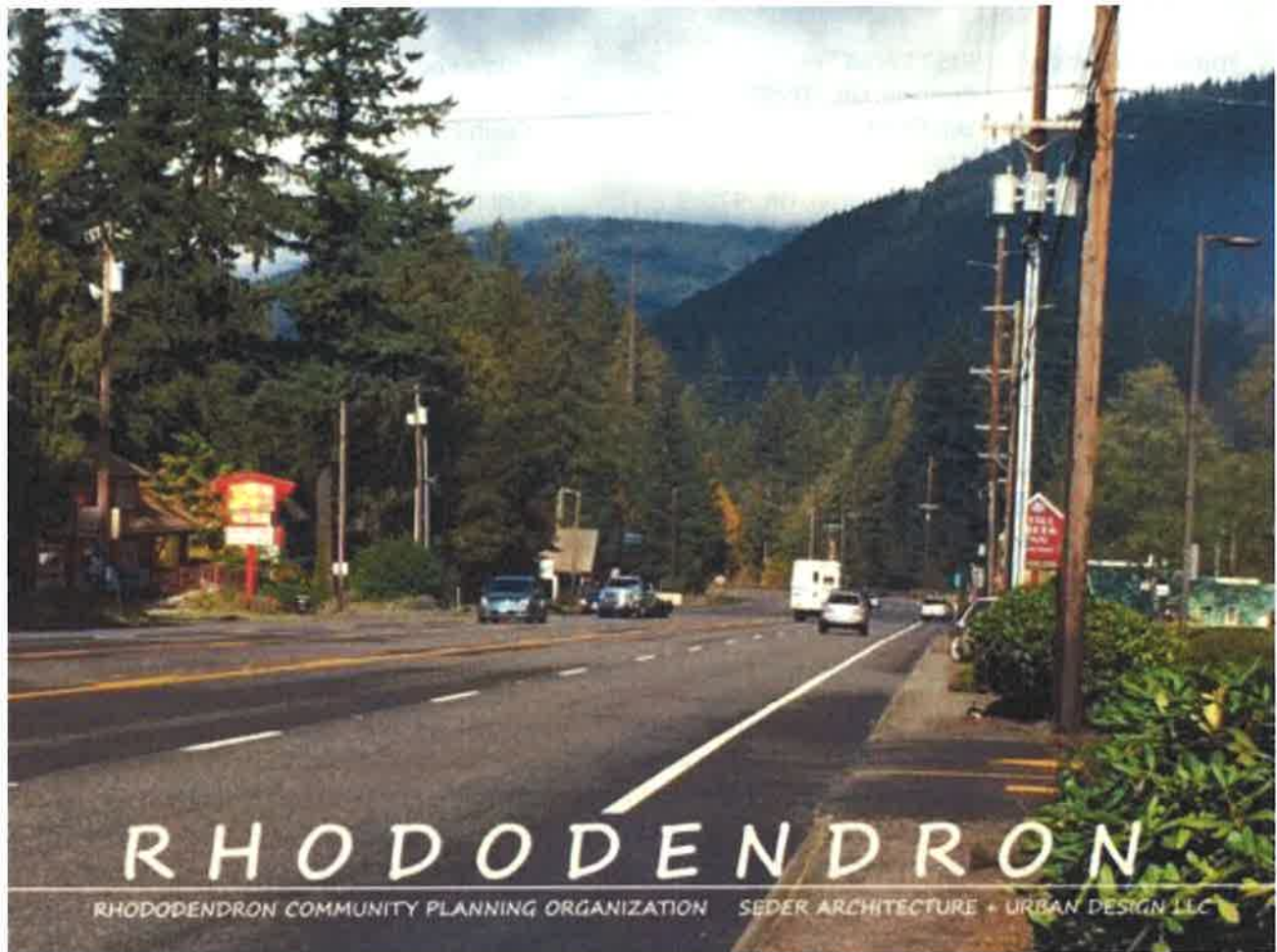
- ✓ In this final phase, resources will be coordinated and work will begin to bring the Plan to fruition.

## Appendix A: Proximity Map





**Appendix B: Current View of Rhododendron Corridor of Hiway 26**



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

### Steven Gram Graeper

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

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

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

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

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

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



## Appendix D: Biography of Experience for Contract Architect

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

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

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

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

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

Following are a few recent testimonials of our work:

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

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

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

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

**Hughes, Jennifer**

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

**Importance:** High

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**From:** Steven Graeper [<mailto:rhodycpo@comcast.net>]

**Sent:** Tuesday, February 27, 2018 9:07 AM

**To:** Bernard, Jim <[JBernard@co.clackamas.or.us](mailto:JBernard@co.clackamas.or.us)>; Humberston, Kenneth <[KHumberston@co.clackamas.or.us](mailto:KHumberston@co.clackamas.or.us)>; Fischer, Sonya <[SonyaFischer@co.clackamas.or.us](mailto:SonyaFischer@co.clackamas.or.us)>; Savas, Paul <[PSavas@co.clackamas.or.us](mailto:PSavas@co.clackamas.or.us)>; Schrader, Martha <[MSchrader@co.clackamas.or.us](mailto:MSchrader@co.clackamas.or.us)>

**Cc:** BCCMail <[BCCMail@co.clackamas.or.us](mailto:BCCMail@co.clackamas.or.us)>; BCCMail <[BCCMail@co.clackamas.or.us](mailto:BCCMail@co.clackamas.or.us)>

**Subject:** Today's Policy Session

**Importance:** High

Commissioners,

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

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

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

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

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

Please, ask the DTD to reconsider their recommendation.

Very passionately,

Steve

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

*Only through participation can we effect change*

EXHIBIT 5  
*pgs 22 of 22*

## Gonzales, Lorraine

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

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

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

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

Stacey Krish  
1263 10th St  
West Linn, OR 97068

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### BEGIN-ANTISPAM-VOTING-LINKS

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

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

Not spam: <https://mhub.clackamas.us/canit/b.php?c=n&i=03UwLkGAI&m=91209fc27d05&rlm=base&t=20171111>

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END-ANTISPAM-VOTING-LINKS

EXHIBIT 6



# City of Canby

## Planning and Development

November 28, 2017

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

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

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

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

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

Sincerely,

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

EXHIBIT 7

**Hughes, Jennifer**

---

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

Karen, Jennifer & Mike,

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

Thanks,  
Karen

Karen Bjorklund  
**For the CPO Summit**

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

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

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

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

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

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

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

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

Thank you for your consideration.

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# Washington County Community Development Code

## 107 - PLANNING PARTICIPANTS

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

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

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

107-3 **Director** ...

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

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

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

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

107-6.2 Membership:

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

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

107-7.1 Purpose:

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

107-7.2 Membership:

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

107-7.3 Bylaws:

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

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page 3 of 3

## Gonzales, Lorraine

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

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

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

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

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

Sincerely,

Karen Bjorklund, Chair

**Jennings Lodge Community Planning Organization**

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page 1 of 2

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

### Identify New Opportunities for Recreational & Open Space

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

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

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

### Ensure Livability Infrastructure to Support New Development

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

### Protect Neighborhood Character and R-10 Zoning

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

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

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

### Preserve Current Canopies Tree

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

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page 2 of 2

**Hughes, Jennifer**

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

Ms. Gonzales,

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

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

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

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

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

Respectfully,

Baldwin van der Bijl, Chair  
Oak Grove Community Council

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

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

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

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

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

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

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

Zoning tools that are most successful include:

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

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

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

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

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

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

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

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



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

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

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

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

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

### Design Standards

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Page 7 of 7

## Hughes, Jennifer

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

Lorraine

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

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

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

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

Good afternoon Mike,

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

Thanks,

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

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

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

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Page 1 of 2

Ken and Sonya,

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

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

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

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

thanks in advance for your help,  
Michael Budd

**Michael Budd**  
President

**Mediaworks**  
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812.333.8099 | Cell: 812.345.2416  
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2018-19  
WK Prog.

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

JAN 29 2018

**January 23, 2018**

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

Dear Mr. McCallister,

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

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

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

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

Sincerely,

*Mario Mamone*

Mario Mamone  
President, Maritime Café, Inc.

EXHIBIT

12

# North Clackamas Urban Watersheds Council

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



Ms. Gonzales,

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

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

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equivalent floor area or dwelling units), and describe why that is not feasible compared to the applicant's preferred design alternative.

Presently, alternative design techniques must be considered but it is not required to demonstrate why it is not practical to leverage those techniques to result in a lower-impact development.

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

Respectfully,

Joseph P. Edge

Board President, North Clackamas Urban Watersheds Council

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page 2 of 2

Ms. Gonzales,

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

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

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

Respectfully,

Terry J Gibson, Chair

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

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

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

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

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

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

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

Zoning tools that are most successful include:

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

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

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

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

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



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

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

**The Vision Statement**

**The Values**

**The Guiding Principles**

**Programs**

**Projects**

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

## McLoughlin Area Plan: Vision

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

## McLoughlin Area Plan: Values

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

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

## McLoughlin Area Plan: Guiding Principles

### Economic Vitality

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

### Transportation

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

### Social

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

### Urban and Neighborhood Design

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

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

#### **Environmental**

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

#### **Administrative**

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

## **McLoughlin Area Plan Programs & Projects**

### **Program versus Project**

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

### **Program and Project Categories**

The programs and projects have been organized into six categories:

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

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

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

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

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

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

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



## Hughes, Jennifer

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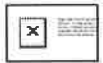
**From:** Elizabeth Davidson <lvmky@rconnects.com>  
**Sent:** Friday, March 02, 2018 5:57 AM  
**To:** Hughes, Jennifer  
**Subject:** Question

Hello,

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

Thank you so much for your time.

Sincerely,  
Elizabeth Davidson



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EXHIBIT 15

## Hughes, Jennifer

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

Hello –

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

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

Thank you for listening.



**Yvonne McVay, CPA, Director**  
CliftonLarsonAllen LLP

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