



PLANNING COMMISSION

Meeting Notes of April 18, 2018

Members present: Jim Farrell, Lamont King, Charles Mathews, Carrie Pellett, Bill Relyea and Gary Walvatne

Members absent: Joel Metlen

Staff present: Jennifer Arnold, Associate Planner; John Morgan, Special Projects; Ken Worcester, Parks & Recreation Director; Ken Warner, Assistant Parks & Recreation Director

(00:02:00)

WORK SESSION - CALL TO ORDER

Chair Walvatne called the meeting to order in the Council Chambers at City Hall.

(00:02:11)

APPROVAL OF MEETING NOTES: APRIL 4, 2018

Commissioner Bill Relyea **moved** to approve the meeting notes of April 4, 2018.

Commissioner Lamont King **seconded** the motion.

Ayes: Commissioner Carrie Pellett, Commissioner Jim Farrell, Vice Chair Charles Mathews, Commissioner Lamont King, Commissioner Bill Relyea and Chair Gary Walvatne

Nays: None

Abstentions: None

The motion passed 6-0-0

(00:03:58)

PUBLIC COMMENT RELATED TO LAND USE ITEMS NOT ON THE AGENDA

None

(00:03:57)

UPDATE: WEST LINN'S WATERFRONT

Mr. Morgan provided an overview of what has been happening and what the commission can expect in the next 6 months. He provided the "Guiding Principles" handout (attached) which came out of the eight unadopted waterfront plans from the past 30 years.

With the closure of the mill in October 2017, the project has not been moving forward as planned. This delay has provided an opportunity for more citizen engagement.

Mr. Morgan also provided diagrams of the four traffic circulation options (attached) being looked at and the general comments from the community for each option.

Moving forward the intent is to have a comp plan amendment with general land use patterns and access patterns adopted by the end of 2018. This would not be a detailed Master Plan, but rather a zoning framework and amendments to the Comp Plan Map and Transportation System Plan that would reflect that framework.

Questions/comments from the Planning Commission:

- Do we anticipate problems like Oregon City is experiencing with their waterfront planning? Different investors/developers but will be reviewing agreements/contracts carefully.
- What is the timing of ODOT's widening project? Optimistically 5 years.
- What means are being looked at to access the waterfront area? Possible ferry and/or bridges.
- What is Oregon City doing to improve traffic? Is another bridge being considered? No.
- Another interchange south on I-205 could help share the traffic burden.
- Is there any opportunities to regain ownership of some of the land from PGE? It's something to look into. Ownership maps will be provided.
- Traffic lights at the bridge will not improve traffic congestion.
- Status of the Locks? Hope is the Locks will open to become a part of the area plan.

(00:46:27)

WORK SESSION: PARKS MASTER PLAN UPDATE, PLN-18-01 (STAFF: JENNIFER ARNOLD)

Jennifer Arnold, Associate Planner gave a brief overview of the legislative process for the Parks Master Plan Update. She will be guiding the process and the Parks Department and MIG will be providing the substance of the updates. Ken Warner, Assistant Parks and Rec Director introduced the process that resulted in the proposed updates. Cindy Mendoza, MIG consultant presented the highlights of the plan: the five-phase process to develop the plan, the parks and recreation system, the community's goals and priorities for the future, and recommendations and action plan.

Questions/comments/ideas following the presentation:

- Congratulations to the Parks and Rec Advisory Board, the Parks Department and MIG on the plan and what has been accomplished.
- What are current Park SDC's? About \$9,000 (in the top 10 of communities).
- When promoting the bond, the community should know that most summer help employed by the Parks Department is local youth (keeping tax dollars local) and that deferred maintenance creates risk to the city.
- Is there a possibility to partner with neighboring communities, or model something similar to Tualatin Valley Park and Rec facilities? Public/private partnerships?
- Neighborhood parks are an asset to the community. Some support smaller widespread facilities and some support larger facilities. Survey show the community wants high impact projects.
- Enhance existing recreation facilities: exercise stations along trails, concession stands, breakfast in the park, etc.
- With 9 miles of riverfront, the focus is on a riverfront park facility. This type of facility could offer swimming activities rather than an aquatic center that is not supported and much more expensive.
- The Planning Commission is looking at a public use zone for schools, parks and public spaces. This may help promote a riverfront park facility.

(02:12:40)

ITEMS OF INTEREST FROM THE PLANNING COMMISSION

Commissioner Relyea followed up on a request for a meeting with Public Works. Could there be help facilitating a meeting that could benefit the planning commission with land use projects

coming before them. Councilor Sakelik suggested it is a matter of collaborating to be more productive. Vice Chair Mathews believes there should be consistency in the guidance from Public Works to a developer and how the Planning Commission addresses the issues. But consistency is difficult when information from Public Works isn't available to the commission. Chair Walvatne, as a member of the CCI, stated this issue has not gone unnoticed.

(02:25:13)

ITEMS OF INTEREST FROM STAFF

Ms. Arnold outlined the upcoming meetings for the Planning Commission.

(02:25:55)

ADJOURNMENT

There being no further business, Chair Walvatne adjourned the meeting.

Guiding Principle: River Access

The community and visitors will have enhanced visual and physical opportunities to enjoy the river and falls through trails, open spaces both natural and within the built environment, and aquatic recreation.

Key Elements

- Public and private spaces woven together in a singular experience
- Views of the Willamette River and Falls
- Water quality and fish habitat protections
- Continuous trail network
- Physical access to the river's edge

Guiding Principle: Historic Character

The community and visitors will experience a revitalized and vibrant waterfront area, while experiencing and celebrating the working and historic industrial uses and important natural, historic, and cultural resources of the area.

Key Elements

- Natural, historic, and cultural values are protected and embraced
- Collaboration with other regional efforts
- Collaboration with efforts to repair and reopen the Willamette Falls Locks
- Support business viability and vitality
- Maximize economic connections to Willamette Main Street
- Respect Native American rights and traditions along the Willamette River and Falls

Guiding Principle: Reinvestment Opportunity

The area will maintain its long history of a working waterfront, while creating opportunities for reinvestment in the historic heart of the community.

Key Elements

- Provide opportunities for reinvestment in the three planning districts
- Accommodate access, parking, and security for the paper mill and electric utility sites
- Land use decisions support community vision and market principles
- Set expectations and parameters through market-feasible zoning and design guidelines
- Encourage and enable private sector investment to build high quality places
- Adaptive reuse of existing buildings
- Public and private owners work together on timing of land use transitions

Guiding Principle: Transportation Improvements

Through public and private investment, the waterfront area will safely accommodate pedestrians, bicyclists, motorists, and truck traffic through improved facilities and turning movements, while reducing conflicts and supporting land uses.

Key Elements

- Balanced land use and transportation design
- Livability and accessibility of nearby neighborhoods
- Preserve truck access as needed to support commercial and industrial activity
- Leverage public funds with private investment for safety and capacity improvements
- Improved local access through the area
- Creative solutions for multi-modal improvements

TRAFFIC CIRCULATION OPTIONS



1. EXISTING ODOT ROUNDABOUT PROPOSAL

CONCERNS

- Safety
- Mobility
- Multi-Modal
- Mill Access
- Delay
- COST: \$



Community Importance	
1.	Moving vehicles quickly and safely thru at rush hour
2.	Improving pedestrian/bicycle safety
3.	Creating redevelopment opportunities
4.	Improving access to current/future businesses/residences
5.	Minimizing cost of improvements

TRAFFIC CIRCULATION OPTIONS



2. FOUR WAY SIGNAL PROPOSAL

CONCERNS

- Safety 
- Mobility 
- Multi-Modal 
- Mill Access 
- Delay  / 
- COST: \$\$



Community Importance	
1.	Moving vehicles quickly and safely thru at rush hour
2.	Improving pedestrian/bicycle safety
3.	Creating redevelopment opportunities
4.	Improving access to current/future businesses/residences
5.	Minimizing cost of improvements



3. REALIGNED INTERSECTION W/ EXTENDED ROUNDABOUT

CONCERNS

- Safety ▲
- Mobility ▲
- Multi-Modal ▲ / ▲
- Mill Access ▲
- Delay ▲ / ▲
- COST: \$\$



Community Importance

1. Moving vehicles quickly and safely thru at rush hour
2. Improving pedestrian/bicycle safety
3. Creating redevelopment opportunities
4. Improving access to current/future businesses/residences
5. Minimizing cost of improvements

TRAFFIC CIRCULATION OPTIONS



4. ROAD REALIGNMENT W/ TEE INT. SIGNALS

CONCERNS

- Safety 🍃
- Mobility 🍃
- Multi-Modal 🍃🍃
- Mill Access 🍃
- Delay 🍃 / 🍂
- COST: \$\$\$



Community Importance

1. Moving vehicles quickly and safely thru at rush hour
2. Improving pedestrian/bicycle safety
3. Creating redevelopment opportunities
4. Improving access to current/future businesses/residences
5. Minimizing cost of improvements