OREGON CITY

Transportation Advisory Committee

625 Center Street | PO Box 3040 | Oregon City OR 97045
Ph: (503) 657-0891 | Fax (503) 657-7892

Members:
Mary Smith, Chair
Betty Mumm, V. Chair
Jonathan David
Ronald Haas
Betty Schaafsma
Don Slack
Nancy Walters
Terry Wright

AGENDA

TUESDAY, JANUARY 19, 2010
6:00 pm
City of Oregon City
City Hall
625 Center Street, Oregon City
Commission Chambers

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

November 17, 2009 (*David & Wright absent*)

IV. AGENDA ANALYSIS

V. BUSINESS

- **A. Committee Membership** (*Update*)
- **B. Flashing Light at South End and Warner Parrott Roads** (*Update*)
- **C. 2008 and 2009 TAC Annual Reports to the City Commission** (*Information*)
- **D. Beavercreek Road School Zone** (*Update*)
- **E. Main Street/Agnes Street Intersection Configuration** (*Update*)
- **F. Oregon City/West Linn Bridge Closure** (*Information*)
- **G. Bike Lanes on Warner Milne Road** (*Update*)
- **H. Cracking on Cement Surfaces at the McLoughlin Promenade** (*Information*)
- **I. Transportation Construction Projects** (*Updates if Appropriate*)
  1. **McLoughlin Promenade**
  2. **McLoughlin Boulevard Enhancement Project**
  3. **Warner Milne Rd., Molalla Avenue to Beavercreek Road**
  4. **2009 Waterline Improvement Project**
  5. **Holcomb Boulevard Pedestrian Improvements**
  6. **Downtown Sidewalk Replacement Project**
  7. **Intersection Improvements on Molalla Avenue at Beavercreek Road**
- **J. Downtown Parking Committee** (*Update*)
- **K. Commissioner Nicita Memorandum, North End 2.0: Rethinking the Regional Center** (*Information*)
- **L. Future Agenda Items**

VI. ADJOURNMENT

Next Meeting: ***February 16, 2010 (third Tuesday)***

Attachments:

1) Minutes for November 17, 2009
2) 1/6/10 City Commission Agenda, Page 3 (David & Haas Reappointment)
3) 11/18/09 City Commission Agenda, Page 2 (Flashing Light)
4) 11/18/09 City Commission Minutes, Pages 6-7 (Flashing Light)
5) 11/18/09 Letter from Nancy Walters (Flashing Light)
6) Commission Report on TAC Annual Reports including Annual Reports for 2008 & 2009
7) 12/16/09 City Commission Minutes, Pages 2-3
8) Main Street/Agnes Street drawings
9) E-mail from Don Slack regarding Arch Bridge Rehab delays
10) USDOT letter to Jason Tell and a Project Review Report on Arch Bridge Rehab
11) E-mail from Aleta Froman-Goodrich relating to bike lanes on Warner Milne Road
12) City Commission Report on Cracking of Cement Surface on Promenade Walls
13) Commissioner Nicita Memorandum, North End 2.0: Rethinking the Regional Center
14) TAC Roster

City Staff:
Nancy J.T. Kraushaar, City Engineer/Public Works Director
Aleta Froman-Goodrich, Senior Project Engineer
Jim Burch, Operations Street Supervisor
Kathy Griffin, Administrative Support

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Transportation Advisory Committee Web Site
http://www.orcity.org/cityrecorder/transportation-advisory-committee
Complete Agenda Packets and Minutes available

OREGON CITY

Transportation Advisory Committee Minutes

November 17, 2009

I. CALL TO ORDER

The Transportation Advisory Committee meeting of **Tuesday, November 17, 2009**, was called to order by Chair Blanchard at 6:00 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

II. ROLL CALL

Committee members present included Chair Bill Blanchard, Vice-Chair Ron Haas, Betty Mumm, Betty Schaafsma, Mary Smith, Don Slack, and Nancy Walters. Terry Wright and Jonathan David were excused.

Staff members present included Nancy Kraushaar, City Engineer/Public Works Director; Aleta Froman-Goodrich, Senior Engineer; Jim Burch, Street Supervisor; and Kathy Griffin, Administrative Assistant.

III. APPROVAL OF MINUTES

Don Slack moved to approve the minutes of October 20, 2009. Betty Mumm seconded the motion and it **carried** with Bill Blanchard, Ron Haas, Betty Mumm, Betty Schaafsma, Mary Smith, Don Slack, and Nancy Walters voting yes.

IV. AGENDA ANALYSIS

No changes were made to the agenda.

V. BUSINESS

A. Flashing Light at South End and Warner Parrott Roads

City staff reported that Kathy Hogan communicated to the City Commission at their meeting on November 4 that the neighborhood would like the flashing red light returned at the intersection of South End Road and Warner Parrott Road.

In addition, Nancy Kraushaar received an e-mail from Commissioner Doug Neeley requesting more information on the removal of the flashing light. To

supplement Ms. Kraushaar's response to Commissioner Neeley, the TAC was requested to recall their discussions regarding the flashing light.

Chair Blanchard recalled that the Richenbach's came to both the September and October TAC meetings and insisted that most cars were not stopping at the intersection anymore.

The TAC felt that the City needed to follow the Manual on Uniform Traffic Control Device standards which indicated a flashing light was not warranted at that intersection. The TAC was concerned with the precedence of giving into the emotions of citizens. They added that the problem was not the removal of the flashing light because stop signs were in place; it was really an enforcement issue. If people don't obey stop signs, it is a behavioral issue and citizens should address their concerns to the police department.

The Richenbach's had testified that they mentioned their concerns to a patrol officer who suggested they talk to the Public Works Director or the Police Chief.

Jim Birch explained that it was possible that because of the increased visibility at the intersection that some drivers may glide through the intersection without coming to a complete stop whereas if there wasn't the increased visibility, they may not do that. He mentioned that City crews went above and beyond the standards for stop signs by installing larger than required stop signs, installing three stop ahead signs, and painting the crosswalks.

Betty Schaafsma had brought up the use of rumble strips at the last meeting but Mr. Birch explained that he didn't feel the site qualified for rumble strips. Rumble strips were more appropriate when there was an unexpected stop. They are recommended for few applications because of the maintenance required.

City staff had asked the Police Department about traffic accidents at the intersection and found out that there had been six accidents in the last seven years with five of those being in the last five years. Unfortunately, most accidents in the vicinity were coded as at that intersection so there was no way to know how many of those really occurred at the intersection.

At the last meeting, Nancy Kraushaar also reported having spoken with a transportation engineer who advised her that flashing lights were very rarely used any more. When they are used, they are usually rural settings rather than urban settings.

Nancy Walters indicated that she could send an e-mail to the City Commission stating that the TAC strongly supported staff's decision in this matter. The TAC commiserated with the residents by explaining that they understand and appreciate what the neighborhood was saying, unfortunately, they don't agree with what the neighborhood is saying about the flashing light.

Mary Smith had suggested that the City and the TAC be more proactive when traffic control device changes are made in the future so as to attempt to avoid the backlash from residents. Mr. Slack mentioned that bringing up issues prior to taking action can also create problems.

Mr. Burch agreed with Mr. Slack by noting that the City doesn't have a public information officer. Once you start informing people, you run the risk of having to deal with people's emotions rather than just making sound engineering decisions. Residents have really high expectations, unfortunately, the City doesn't have the funding to provide all the services the public wants.

Mr. Burch recapped how Clackamas County employees asked City staff to remove the flashing light because it was too low, didn't meet code, and trucks were hitting it. An opportune time came to remove it during paving operations because the contractors couldn't grind and pave at the intersection without raising the wires. Since the wires weren't long enough to allow the light to be raised, the City finally had the flashing light removed.

Both Bill Blanchard and Betty Mumm agreed to attend the November 4 City Commission meeting to support the City's decision to remove the flashing light.

B. Beavercreek Road School Zone

Jim Burch said that although a speed study had been done, the City has to send Clackamas County a letter actually requesting that speed study. Mr. Burch reported that he had spoken to Ted Thonstad at the School District who has been having informal conversations with the school board. He senses that they don't want the speed to be increased and they don't want the speed zone removed.

Mr. Thonstad cited other examples of high schools having a 25 mph school speed zone but Mr. Burch noted that two of his examples were Gladstone High School which simply has a 25 mph zone, not a school speed zone, and Lake Oswego High School which does have a school speed zone but also has a junior high school across the street.

C. **Oregon City/West Linn Bridge Closure**

Don Slack indicated that he received an update from Lloyd Purdy who indicated that no updates have come from ODOT for months although they promised regular updates. One thing that is being completed is a circulation study of Downtown Oregon City which is something ODOT agreed to.

D. **TAC ByLaws**

A couple small changes were made at the City Commission level and Bill Blanchard outlined the changes. The resolution adopting the ByLaws was passed by the City Commission unanimously.

E. **2008 TAC Annual Report to the City Commission**

The Committee requested that City staff prepare the 2009 Annual Report for the Transportation Advisory Committee and have it presented to the City Commission along with the 2008 Annual Report. Bill Blanchard agreed to attend the City Commission meeting.

F. **Transportation Construction Projects**

1. **McLoughlin Promenade**
2. **McLoughlin Boulevard Enhancement Project**
3. **Warner Milne Rd., Molalla Avenue to Beavercreek Road**
4. **Holcomb Boulevard Pedestrian Improvements**

City staff gave updates on the ongoing capital projects.

G. **Downtown Parking Committee**

No changes.

H. **Committee Membership** (*Discussion*)

1. Terms Expire 12/31/09 - Blanchard (Retiring), David, Haas

   Chair Bill Blanchard will be retiring and Vice-Chair Ron Haas as well as Jonathan David will be reapplying.

I. Election of Officers

Betty Mumm moved to nominate Mary Smith as Chair of the Transportation Advisory Committee.

Ms. Smith was concerned with the number of outside commitments required to be chair and Bill Blanchard advised her they were minimal.

Don Slack moved that Mary Smith be chair and that Betty Mumm be Vice-Chair. Ron Haas seconded the motion and it **carried** unanimously.

J. Future Agenda Items

The TAC asked for an update on the Main Street/Agnes Street intersection configuration at The Cove. They requested that plans be presented at the next TAC meeting.

VI. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 7:15 p.m.

Respectfully Submitted,

Kathy Griffin
Administrative Assistant

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e. Minutes of the September 16, 2009 Joint Work Session
Staff: Nancy Ide, City Recorder

Minutes of Joint Work Session of September 16, 2009

f. Minutes of the September 16, 2009 Regular Meeting
Staff: Nancy Ide City Recorder

Minutes of September 16, 2009 Regular Meeting

g. Minutes of September 2, 2009 Regular Meeting
Staff: Nancy Ide, City Recorder

Minutes of September 2, 2009 Regular Meeting

9. Communications

a. City Manager

b. Mayor

1. Mayoral Appointments of Karin Morey and Lara Ingham to the Library Board for the term January 1, 2010 to December 31, 2013.

2. Mayoral Reappointment of Carol Pauli to the Metro Enhancement Committee for the term January 1, 2010 to December 31, 2013.

3. Mayoral Reappointment of Jonathan David and Ronald Haas to the Transportation Advisory Committee for the term January 1, 2010 to December 31, 2012.

c. Commissioners

10. Adjournment

ORDER OF THE VOTE NO. 2
Neeley, Wuest, Smith, Nicita, Norris

Citizen Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but **not listed on the agenda** under the Citizen Comments section of the agenda.

- Complete a Comment Card **prior to the meeting** and submit it to the City Recorder.
- When the Mayor calls your name, proceed to the speaker table and speak into the microphone.
- Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the device on the speaker table. The green light turns on when speaking begins; the yellow light appears when 30 seconds remain; the red light appears when speaking time is complete.
- As a general practice, the City Commission does not engage in discussion with those making comments.

If you wish to speak on an item **on the agenda**, complete the Comment Card, submit it to the City Recorder, and the Mayor will call your name when the item is addressed on the agenda.
All speakers should begin speaking by stating their name and the city in which they reside.

Agenda Posted Dec. 31, 2009 at City Hall, Pioneer Community Center, Library, City Web site.
Video Streaming & Broadcasts: The meeting is streamed live on Internet on the Oregon City's Web site at www.orcity.org and available on demand following the meeting. The meeting is rebroadcast by Willamette Falls Television on Channels 23 and 28 for Oregon

c. Statutory Bargain and Sale Deeds Conveying Four Parcels of Property from the City of Oregon City to Oregon City Urban Renewal Agency
Staff: Larry Patterson, City Manager

Statutory Bargain and Sale Deeds Conveying Four Parcels of Property from the City of Oregon City to Oregon City Urban Renewal Agency

d. Vending Cart Permit
Staff: Dan Drentlaw, Community Development Director

Vending Cart Permit

e. City Manager's Request
Staff: Larry Patterson, City Manager

8. Consent Agenda
This section allows the City Commission to consider routine items that require no discussion and can be approved in one comprehensive motion. An item may only be discussed if it is pulled from the consent agenda.

a. Minutes of the October 21, 2009 Regular Meeting
Staff: Nancy Ide, City Recorder

Minutes of the October 21, 2009 Regular Meeting

b. Minutes of the November 4, 2009 Regular Meeting
Staff: Nancy Ide, City Recorder

Minutes of the November 4, 2009 Regular Meeting

9. Communications

a. City Manager

1. Report on Traffic Light at South End Road and Warner Parrott

b. Mayor

c. Commissioners

10. Adjournment

ORDER OF THE VOTE NO. 3
Wuest, Smith, Nicita, Neeley, Norris

Citizen Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but **not listed on the agenda** under the Citizen Comments section of the agenda.

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- When the Mayor calls your name, proceed to the speaker table and speak into the microphone.
- Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the device on the speaker table. The green light turns on when speaking begins; the yellow light appears when 30 seconds remain; the red light appears when speaking time is complete.
- As a general practice, the City Commission does not engage in discussion with those making comments.

If you wish to speak on an item **on the agenda**, complete the Comment Card, submit it to the City Recorder, and the Mayor will call your name when the item is addressed on the agenda.
All speakers should begin speaking by stating their name and the city in which they reside.

Agenda Posted Nov. 13, 2009 at City Hall, Pioneer Community Center, Library, City Web site.

Motion passed 5-0 with the following vote: Commissioners Wuest, Smith, Nicita, Neeley, and Mayor Norris voting "aye."

9. Communications

a. City Manager's Report

1. Report on Traffic Light at South End Road and Warner Parrott

Ms. Kraushaar summarized the involvement of the Transportation Advisory Committee (TAC) in this decision. With consensus the TAC agreed with staff's decision to remove the beacon. The TAC also felt that when it was possible staff should communicate with the public when they were making changes.

Ingra Rickenbach of Oregon City said they were representatives of the South End Neighborhood Association. The feeling of the Neighborhood Association was that it was a danger not to have the light there. They were told it was against the law to put it back.

Commissioner Wuest asked for more police patrol of this area. Mike Conrad said more patrol could be directed to this intersection but it had not been a problem according to the statistics.

Commissioner Smith thought the original report for the paving project stated that the beacon was to be removed temporarily and then put back.

Commissioner Neeley said regarding decisions to go from a more conservative device to a less conservative device that told drivers to do the same thing, they should keep the more conservative device.

Ms. Kraushaar said the current recommendation from MUTCD was to use the Stop Ahead signs. They used oversized highly reflective stop signs on three of the legs of the intersection. Staff was following the current professional standards for the application of traffic control devices on that intersection.

Mayor Norris suggested revisiting this issue in 6 to 12 months to see if it was a trouble spot.

Ms. Rickenbach was frustrated with the process and thought it wasn't a discussion of the citizens, the TAC had gone along with staff. She had gone to the Citizen Involvement Council (CIC) regarding this issue as well. She didn't know if the TAC was representative of the citizens.

Bill Blanchard, Chair of the TAC, said they had listened to both staff and the Rickenbachs. The TAC supported staff and had followed the process. He suggested in the future they hire a traffic engineer. He also would like to see better communication between the CIC, TAC, and Commission. He recommended waiting six months for citizens to adjust to the traffic change.

Betty Mumm said she talked with the chair of the CIC and was told this was not a CIC issue.

Commissioner Smith wanted to review the original contract to see if it was agreed to put the light back up.

Commissioner Neeley said when they were going from a more conservative device to a less conservative device, it should come before the TAC before any action was taken.

Mr. Blanchard said based on what they heard at the TAC meeting, there was a learning curve issue on the light being taken out because it didn't meet the MUTCD standards. If it was a civil liability issue, even though the contract said the light would go back up it might be illegal to do so.

The Commission would take no action on this item until the information requested by Commissioner Smith came back.

David Rickenbach of Oregon City said he got many explanations for why the light had been removed and the City needed to give out the correct information the first time.

Mr. Patterson discussed options for a short term operation program for the End of the Oregon Trail Interpretive Center. He discussed what was currently done at the Visitors Information Center (VIC). The VIC needed an employer of the current staff which had funding through June. They also needed information dissemination, maintenance of the 800 number, and maintenance of the facility. The facility maintenance was picked up through the City's park department. If the City became the employer, there were additional costs because the staff would become City employees. He explained the income stream off the Tumwater houses.

Commissioner Smith said his concern was they were subsidizing a County visitor's center and paying employees who were essentially working for the County. He also had concern about the marketing campaign of Historic Oregon City which was controlled by CHP when the City should be in control of it.

Mayor Norris said the Commission wanted to move forward with the RFP for long term planning. If they allowed the VIC contract to run through June while the public process was going on, they bought time and July 1 would be the target date for having a new process in place.

The Commission wanted to go forward with moving the VIC to City management, and staff would work with the County regarding the expectations of the employees.

c. Commissioners

Commissioner Nicita said regarding the review of the appeal on the Public Works Master Plan, the Commission needed to have a copy of the old Code during deliberations.

Commissioner Nicita discussed a request for better lighting at the parking lot on 10th and Main.

Mayor Norris said safe lighting for the downtown area was in the parking study that had not yet been approved. Staff would see what could be done.

Commissioner Wuest announced that the Farmer's Market was going to host a Holiday Market downtown on Saturday.

Commissioner Neeley had attended a meeting with a representative of Go 21, a lobbying group for the railways that was looking for a tax credit for capital improvement for rail lines to function better. The City was interested in a faster passenger rail system and to pursue improvements that could benefit both freight rail and passenger service. These were initial discussions.

b. Mayor

Mayor Norris attended a meeting regarding ODOT's applications to the federal government for funding a study for high speed rail to study both the old Oregon electric line and the Union Pacific line. If ODOT got the funding it would take two to five years for the planning.

The City Manager recruitment would begin on December 1 and applications were due by January 16. Mr. Loeffler outlined the process of the recruitment.

Mayor Norris attended a ribbon cutting for a housing development on South End Road.

Congressman Schrader should be dropping the bill that week regarding authorization for a feasibility study for a National Heritage Area.

Regarding art for the new City Hall, there would be a rotating exhibit every four months administered by the Art Alliance of Clackamas County.

10. Adjournment

Item 4a

OREGON CITY

Public Works

625 Center Street | PO Box 3040 | Oregon City OR 97045
Ph: (503) 657-0891 | Fax (503) 657-7892

MEMORANDUM

TO:	Honorable Mayor Norris and City Commission
FROM:	Nancy Kraushaar, PE, City Engineer/Public Works Director
DATE:	November 18, 2009
SUBJECT:	Removal of Stop Beacon at South End Road/Warner Parrott Road Intersection

The decision to remove the stop beacon at the South End Road/Warner Parrott Road intersection was based on a series of events, interchanges, and analysis. Events leading up to the removal of the beacon include:

- 12+ months ago: A truck hits and damages the beacon; Clackamas County signal crews temporarily repair the beacon but advises City staff that the signal should be removed due to its substandard height above the intersection and because it is no longer needed at this intersection. Public Works recognizes that South End Road has developed into an urban outer neighborhood and is no longer rural where the installation of a beacon was previously applicable. Additionally, the intersection environment has changed considerably with an additional newly constructed lane providing additional intersection visibility where stop-control is an expectation.

- August-September 2009: The South End Road paving contractor reports to Oregon City Public Works (OCPW) staff that the beacon must be taken down to accommodate equipment needed to grind and repave the intersection. OCPW reconsiders reinstalling beacon due to changed roadway conditions and the realization that reinstallation to mitigate the beacon's substandard height will require sufficient Street Division expense that should be scrutinized given severely limited funding. Ongoing maintenance costs is an additional concern as well as a desire to reduce energy consumption for electrical service.

- County again advises OCPW to remove beacon because it is no longer an applicable traffic signal device because the intersection environment has changed to being heavily and regularly travelled where drivers will expect a 4-way stop controlled traffic control device.

City Engineer Review: The City Engineer reviewed the Manual of Uniform Traffic Control Devices (MUTCD) which governs traffic control devices (signals, striping, traffic control, pavement markings, etc.) for streets and highways as per the Federal Highway

Administration (FHWA) and the American Association of State Highway and Transportation officials (AASHTO). The MUTCD is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel.

Based on MUTCD recommendations and guidance, roadway geometry, County input, consulting traffic engineer input, Operations Manager and Street Supervisor input, the determination was made to replace the 4-way stop signs and beacon with 4-way stop signs (36-inch high visibility) augmented by stop-ahead signs on southbound, northbound, and westbound intersection legs.

Citizen Input: The Street Supervisor and City Engineer were notified by Mr. and Mrs. Rickenbach of their concerns about the removal of the stop beacon. They reported that drivers are not coming to a complete stop at the intersection and pose a risk to school children using the intersection. The City Engineer provides a response that includes reasoning for beacon removal (changed environment at intersection, review of MUTCD requirements, etc.)

The South End Neighborhood then sent a copy of a segment of their meeting minutes indicating the beacon signal removal was discussed at their meeting and they did not approve of its removal.

Transportation Advisory Committee (TAC) Involvement: Mr. and Mrs. Richenbach attended the TAC's September meeting to express concerns about the beacon's removal. They are invited to return to the October meeting for discussion of their concerns.

At the October meeting, the Street Supervisor and City Engineer provide a detailed explanation of reasons for removing the stop beacon based on professional standards and engineering judgment governed by the MUTCD.

Mr. and Mrs. Richenbach explain their concerns about drivers gliding through the stop signs and safety of school children at the intersection.

The TAC discusses the stop beacon removal and concludes that while they appreciate citizen input, they agree with staff's decision to remove the stop beacon. With consensus, the TAC indicates that the City should not pick and choose standards and engineering guidance from the MUTCD because the City then risks higher liability.

TAC also indicates with consensus that if drivers are gliding through the stop signs, it is not related to the placement of the flashing light. The flashing light does not control driver behavior at stop signs. The flashing light warns drivers from a distance that they are

approaching a stop-controlled intersection. The TAC suggests that the neighbors work with the Police Department to enforce stop sign laws.

Crash and Citation History at Intersection: Chief Mike Conrad reported in a November 3, 2009 email that there have only been five reported accidents at the intersection of South End Road and Warner Parrott Road in the last five years and only one since 2006. There have been 61 traffic citations issued during that time; however, a good portion of those citations do not involve infractions that occurred at the intersection. The intersection is often used as a reference on the citation but that does not necessarily mean the infraction occurred at the intersection.

TAC Update: The TAC agenda included an update for the subject at its November meeting. The discussion was reviewed in preparation for a report to the City Commission. The contents of this memorandum were recalled from previous meetings and discussion.

The TAC advised staff that whenever possible and while working within budgetary, timeline, and staffing restraints, that City staff be proactive when making traffic control device changes in the future so as to attempt to avoid backlash from citizens.

The TAC concluded that this memo should be prepared to summarize the City Engineer's decision and TAC's involvement.

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Item 9a

Nancy Walters' Testimony for Citizen Comments
City of Oregon City Commission Hearing
November 18, 2009

ENTERED INTO THE RECORD
DATE RECEIVED: 11-18-09
SUBMITTED BY: Nancy Walters
SUBJECT: Item 9a

Good Evening-

I am submitting comments as a member of the City's Transportation Advisory Committee (TAC) regarding concerns about the removal of the flashing light at South End and Warner Parrott roads.

South End residents David and Ingra Rickenbach attended two recent TAC meetings to discuss this issue. During these conversations the TAC heard the Rickenbach's safety concerns and their observations that many drivers were not coming to a complete stop when crossing the intersection.

The TAC and the Rickenbachs also heard from staff and the City's Public Works Director why the decision was made to remove the flashing light. After the multiple conversations the TAC unanimously disagreed with the Rickenbachs' request to reinstall the flashing light and registered strong support for the staff decision to remove the light.

The TAC supported staff in this decision for multiple reasons:

- Conditions at this intersection have changed significantly since the light was installed decades prior when the intersection was much more rural and had limited sight distance;
- The decision was based on sound engineering principles;
- The flashing light does not meet current MUTCD standards;
- The current installation exceeds MUTCD standards;
- Failing to follow adopted standards exposes the City to increased liability;
- Safety concerns expressed by the Rickenbachs related to rolling stops, which demonstrates this is a behavior and enforcement issue rather than a visibility issue; and
- The school has maintained a strong crossing guard program at this intersection.

The TAC believes it is important for the City to support staff engineering decisions that are based on technical rather than political considerations. Doing otherwise undermines engineering operations, exposes the City to increased liability, creates inconsistent traffic control measures, and overrides the sound judgment of many.

Thank you for your consideration.

Respectfully,
Nancy Walters
Oregon City Resident
TAC Member

Kathy Griffin

From: Nancy Kraushaar
Sent: Wednesday, January 13, 2010 11:22 AM
To: Kathy Griffin
Subject: FW: SOuth End / Warner Milne

From: Mike Conrad
Sent: Tuesday, November 03, 2009 5:12 PM
To: Nancy Kraushaar; Larry Patterson
Subject: SOuth End / Warner Milne

There have only been 5 reported accidents at the intersection of South End and Warner Parrot in the last five years and only one since 2006. There have been 61 traffic citations issued during that time however a good portion of those citations do not involved infractions that occurred at the intersection. The intersection is often used as a reference on the citation but that does not necessarily mean the infraction occurred within the intersection. Hope that helps.

Mike

Kathy Griffin

From: Nancy Kraushaar
Sent: Wednesday, January 13, 2010 11:23 AM
To: Kathy Griffin
Subject: FW: Stop Beacons

From: replinger-associates@comcast.net [mailto:replinger-associates@comcast.net]
Sent: Monday, January 11, 2010 6:26 PM
To: Nancy Kraushaar
Subject: Re: Stop Beacons

Nancy:

I have reviewed numerous sources for studies and guidance on flashing beacons. What I have found is not very specific or prescriptive. I was unable to find specific values based on traffic volumes, sight distance, or other attributes against which we can judge the need.

With regard to the use of flashing beacons, several agencies use language such as the following:

A flashing beacon is most effective as a warning of unexpected or hazardous conditions not readily visible to drivers.

Some cite examples, such as a traffic signal or stop sign "located just beyond a curve that makes the sign or signal hidden from view of the approaching motorist."

Several agencies follow that with additional explanation such as:

Immediately after seeing a flashing beacon, drivers must consistently see an unusual condition that requires special attention.

Other agencies cite guidelines for installation such as "three or more crashes susceptible to correction from installation of a flashing beacon." It's left the the discretion of the engineer to determine which crashes meet that criterion.

It would be interesting to know what prompted the installation of the flashing beacon at South End/Warner Parrott/Lawson, but I do not see anything today that suggests that unusual, unexpected or hazardous conditions are present at this time.

I do not have any recent crash rate information readily at hand, but this intersection has been addressed by some recent TIAs. TIA's typically cite the crash history and if that shows a high rate, further analysis is required. I do not remember that intersection having been identified as an intersection needing additional analysis.

In summary, I think removal of the flashing beacon is appropriate. The intersection does not present unusual conditions and it does not appear to have been a location with a high crash rate.

John Replinger, PE
Replinger & Associates LLC
6330 SE 36th Avenue
Portland, OR 97202
503-719-3383
replinger-associates@comcast.net

----- Original Message -----
From: "Nancy Kraushaar" <nkraushaar@ci.oregon-city.or.us>
To: replinger-associates@comcast.net
Sent: Monday, January 11, 2010 12:01:21 PM GMT -08:00 US/Canada Pacific
Subject: Stop Beacons

John: We recently removed the flashing beacon at South End Road/Warner Parrot Road/Lawton Road. It was old and substandard. Based on the changed environment (urbanization, new lane configurations, etc), we decided rather than replacing it (fairly costly), we would install oversized stop signs and stop ahead signage. The change has become very controversial. My question for you is under what circumstances is a stop beacon preferred?

I am preparing a commission report describing the siutation and how we came to our decision. If you could call me or reply asap, that would be much appreciated. Thank you. -Nancy

Nancy J.T. Kraushaar, PE
City Engineer/Public Works Director
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503.496.1545 phone
503.657.7892 fax
nkraushaar@ci.oregon-city.or.us
www.orcity.org

Kathy Griffin

Subject: FW: DEADLINES for Jan. 20 CC meeting

From: John M. Lewis
Sent: Monday, January 11, 2010 5:48 PM
To: Nancy Kraushaar
Cc: Jim Burch
Subject: RE: DEADLINES for Jan. 20 CC meeting

Costs to replace with span wire installation similar to previous installation but meeting the height and alignment standards (includes traffic control):
$5,000 One new Qwest utility pole (PGE quoted $6000 to $8000 but it's not their pole to replace)
$2,000 PGE meter base installed
$1,500 Equipment installation
$1,300 Equipment cost (beacons, controller box, span wire, mounting hardware)
$500 Staff time to coordinate work
$10,300 Total
Monthly PGE power and possible pole rental fee - $20/month

Cost for materials and installation of a post mounted 24-hour, solar powered flasher system:
$8,600 Four flashers
$600 Staff time to acquire materials and install flashers
$9,200 Total
Battery replacement is anticipated every two to three years at a cost of $35 per flasher.
This option may not work well on the Lawton sign due to shade.
The cost of this option could go down if they decided to signalize only one or two legs of the intersection.

Other thoughts for your consideration:
Cost to add an additional PGE 200W cobra street light on an existing pole (there are two at the intersection now but three would be brighter than two if its pedestrians that are the concern) is $300 For an Option A light.
Cost to leave the intersection in its current condition is zero.
Clackamas County gave me a summary of their costs to maintain the old signal flasher since 1995. It equals $4,853.24 and it looks like the level of effort to maintain the old signal flasher was hit and miss from year to year but with a new signal the cost should go down to around $150/year as a good budget number.

Agenda Item No. 3d
Meeting Date: 16 Dec 2009

COMMISSION REPORT: CITY OF OREGON CITY

TO:	Honorable Mayor and City Commission
FROM:	Kathy Griffin, Administrative Assistant
PRESENTER:	Nancy Kraushaar, City Engineer and Public Works Director
SUBJECT:	Transportation Advisory Committee - Annual Reports for 2008 and 2009
Agenda Heading: General Business	
Approved by: Larry Patterson, City Manager	

RECOMMENDED ACTION (Motion):

Acknowledge receipt of the Transportation Advisory Committee's Annual Reports for calendar years 2008 and 2009.

BACKGROUND:

The Transportation Advisory Committee prepares and submits a report to the City Commission annually outlining the year's accomplishments. This has been more clearly defined in the TAC's newly adopted ByLaws which states that the "TAC shall prepare and present a report for the City Commission on goals and accomplishments annually".

Attached for the Commission's review are reports for the calendar years 2008 and 2009.

BUDGET IMPACT:

FY(s): N/A
Funding Source: N/A

ATTACHMENTS:

2008 Annual TAC Report
2009 Annual TAC Report

OREGON CITY

Transportation Advisory Committee

625 Center Street | PO Box 3040 | Oregon City OR 97045
Ph: (503) 657-0891 | Fax (503) 657-7892

TO:	City Commission of Oregon City
FROM:	Transportation Advisory Committee
DATE:	December 10, 2009
SUBJECT:	**Transportation Advisory Committee Annual Report - 2009**

2009 TAC Membership:
Bill Blanchard, Chair (January to December)
Ron Haas, V. Chair (January to December)
Mary Smith (January to December)
Don Slack (January to December)
Betty Schaafsma (January to December)
Betty Mumm (January to December)
Jonathan David (January to December)
Nancy Walters (January to December)
Terry Wright (February to December)

2009 Meeting Dates:
January 27, February 24, March 24, April 28, May 26, June 23, September 15, October 20, and November 17.

2009 Accomplishments:

- Reviewed and supported the City Engineer/Public Works Director's recommendation to install stop signs on Frontier Parkway at Silverfox Parkway and Prospector Terrace. Stop signs were installed in February.
- Served as the advisory committee for the Transportation System Development Charge (SDC) Update. Resolution 09-02 was adopted by the City Commission on April 1, 2009 and went into effect 30 days later.
- Continued working on a vehicular access policy to establish how many driveway approaches and curb cuts should be allowed at residential properties. The policy was forwarded to Planning for inclusion in their City Code updates.
- Remained apprised of and participated in the Downtown Parking Committee.
- Elected a new chair and vice-chair.
- Worked through the appointment of one new Committee member.
- Worked with City staff and the Oregon City School District to discuss modifying the school speed zone on Beavercreek Road at Oregon City High School.
- Received testimony, reviewed and supported the decision of City staff to remove the flashing red light at the intersection of Warner Parrott and South End Roads.

- Continued to remain active on the future reconfiguration of the intersections of Warner Milne/Warner Parrott/Leland/Linn and Central Point/Warner Parrott.
- Remained apprised of and provided input on capital street projects including the McLoughlin Boulevard Improvement Project; McLoughlin Promenade Restoration Project; Warner Milne, Molalla Avenue to Beavercreek Road Improvement Project; Holcomb Boulevard Pedestrian Project; 2009 Slurry Seal Project; and 2009 Pavement Rehabilitation Project.
- Provided input and remained apprised on the impacts of the Oregon City/West Linn Bridge closure.
- Provided input and reviewed the traffic plan for The Cove.
- Provided input and reviewed the traffic plan for the Jug Handle.
- Reviewed concerns regarding poor ingress/egress at the U.S. Post Office on Molalla Avenue.
- Discussed the impacts of the Pavement Maintenance Utility Fee following the passage of a State gas tax increase.
- Maintained an active role in the development of a Regional Transportation Plan and a Regional High Capacity Update Plan.
- Established ByLaws for the Transportation Advisory Committee.
- Other general types of issues dealt with include:
  - speed complaints;
  - speed bump requests;
  - crosswalk requests;
  - neighborhood traffic;
  - stop sign requests.

2010 Goals:

- Remain involved in capital projects relating to transportation (CC Goals 3, 4 and 5).
- Resolve the school speed zone issue on Beavercreek Road at Oregon City High School (CC Goals 4 and 5).
- Remain involved in issues affecting Downtown Oregon City including a circulation study, parking issues, and the closure of the Oregon City/West Linn Bridge (CC Goals 2, 4, and 5)
- Provide support for the Pavement Maintenance Utility Fee (CC Goals 3 and 6).
- Handle citizen requests (CC Goal 5).
- Continue promoting light rail to Oregon City (CC Goals 2, 3 and 4)
- Begin work on the Transportation System Plan update (CC Goals 3, 4, and 5)

CITY OF OREGON CITY
PUBLIC WORKS

TRANSPORTATION ADVISORY COMMITTEE

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

TO: City Commission of Oregon City

FROM: Transportation Advisory Committee

DATE: October 20, 2009

SUBJECT: **Transportation Advisory Committee Annual Report - 2008**

2008 TAC Membership:

Bill Blanchard, Chair (January to December)
Ron Haas, V. Chair (January to December)
Mary Smith (January to December)
Don Slack (January to December)
Scott Failmezger (January to December)
Betty Schaafsma (January to December)
Betty Mumm (January to December)
Jonathan David (January to December)
Nancy Walters (January to December)

2008 Accomplishments:

- Sent a letter to Metro Council in support of the Portland-Milwaukie Light Rail Project - Milwaukie Alignment and Southern Terminus Recommendation.
- Reviewed and assisted the City Engineer with the Linn Avenue speed zone change.
- Sent a letter of support to Metro for the MTIP Grant Application for McLoughlin Boulevard Enhancement Project, Phase 2.
- Provided input and remained apprised on the status of the Holcomb Boulevard pedestrian improvement project.
- Directed the placement of the "portable" speed radar monitoring assembly at two locations: Frontier Parkway and Clairmont Way.
- Served as the advisory committee for the Transportation System Development Charge (SDC) Update.
- Provided input and remained apprised on the status of the Holcomb Boulevard pedestrian improvement project.
- Remained apprised of and participated in the development of the Beavercreek Road and the Park Place Concept Plans.
- Remained apprised of and participated in the Downtown Parking Committee.
- Elected a new chair and vice-chair.
- Worked through the appointment of two new Committee members.
- Served as an advisory committee to help establish the Pavement Maintenance Utility Fee.
- Dealt with a request by Mt. Pleasant Elementary School staff and coordinated with TriMet to move a

bus stop in order to relocate the Linn Avenue crosswalk to the school's main entrance and have handicap ramps installed at both ends of the crosswalk.

- Handled a request for a pedestrian crossing on Meyers Road to accommodate Gaffney Lane Elementary School children and others by having a crosswalk installed on Meyers Road at Frontier Parkway. Work included extending one sidewalk and adding a handicap ramp.
- Reviewed the inclusion of A-frame regulations in the Sign Code.
- Continued to remain active on the future reconfiguration of the intersections of Warner Milne/Warner Parrott/Leland/Linn and Central Point/Warner Parrott.
- Began working on a vehicle access policy to establish the number of driveway approaches and curb cuts should be allowed at residential properties.
- Heard testimony on re-opening the Sophia Court pathway.
- Other general types of issues dealt with include:
  - speed complaints;
  - speed bump requests;
  - crosswalk requests;
  - neighborhood traffic;
  - stop sign requests.

2009 Goals:

- Remain involved in the Holcomb Boulevard pedestrian improvement project (CC Goals 3 and 4).
- Provide support for the Pavement Maintenance Utility Fee (CC Goals 3 and 4).
- Provide support to update the Transportation System Plan (CC Goal 3).
- Transportation System Development Charge development and implementation (CC Goals 3 and 4).
- Handle citizen requests (CC Goal 5).
- Update the Transportation Capital Improvement Plan (CIP) (CC Goal 3).
- Continue promoting light rail to Oregon City (CC Goals 3 and 4).
- Prepare Transportation Advisory Committee ByLaws (CC Goal 5).

Ms. Rowe-Kappel with a Bravery Award for keeping her brothers safe during a break in at her home.

c. **National Park Service Update: Tracy Fortmann, Superintendent of Fort Vancouver National Historic Site**

Mayor Norris read a letter clarifying the City's position on the Ermatinger House and a proposal to the National Park Service regarding the long term preservation and public use of this historic property.

Tracy Fortmann, Superintendent of the Fort Vancouver Historic Site, said the formal request was the first step. Next the condition of the facility and issues associated with the property would have to be determined. They would also need to evaluate the appropriateness of the house being part of the National Park system. She believed the site was of national significance and made a good connection with the McLoughlin House.

Commissioner Neeley understood the budgetary restraints of the National Park Service and appreciated the support they gave to the McLoughlin House. He also acknowledged the McLoughlin Memorial Association and the Hardings for their work on the McLoughlin and Ermatinger houses.

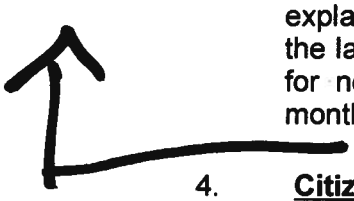
Commissioner Smith thought this was the only way to save the Ermatinger House.

Ms. Fortmann presented the Commission with a booklet on Mrs. McLoughlin's sewing tools, a calendar focusing on military history, and a coloring book on the Oregon Trail. She discussed the upcoming projects on the McLoughlin and Barclay houses. The National Park Service's commitment was to make long term improvements so these historic houses would be preserved in perpetuity.

d. **Transportation Advisory Committee -Annual Report for 2008 and 2009**

3d-TAC.AnnualReports2008.2009

Bill Blanchard, Chair of the Transportation Advisory Committee,



explained some of the projects the Committee had worked on over the last two years. He also discussed the goals of the Committee for next year. The Committee met the third Tuesday of every month and the meetings were now televised.

4. **Citizen Comments**

John Salsbury, National Park Service, said the McLoughlin House was closed until February 11.

5. **Adoption of the Agenda**

The agenda was adopted as presented with items 8e and 8f removed from the Consent Agenda for separate discussion.

6. **Public Hearings**

There were no public hearings.

7. **General Business**

a. **Findings of Fact for the McLoughlin Neighborhood Association Appeal (AP 09-02) and the City Commission Call-up of the Planning Commission's August 13, 2009 Approval with Conditions of the Public Works Concept Master Plan**

7a - Commission Report

Findings of Fact, Conclusions of Law, Final Order

Summary of changes to the Conditions of Approval

Mayor Norris said due to Commissioner Wuest's absence, she would like to postpone the decision on the appeal.

Commissioner Nicita said the findings did not reflect the discussion and specific language of the motion regarding the white oaks being preserved if at all possible. He thought the basalt rock cluster with the mature white oaks should be left in tact and designed around. He also wanted some language changed that stated the review against the Comprehensive Plan was redundant.

OREGON CITY

Public Works - Operations

122 S. Center Street | PO Box 3040 | Oregon City OR 97045
Ph: (503) 657-0891 | Fax (503) 657-7892

November 24, 2009

Joseph F. Marek, PE, PTOE
Traffic Engineering Supervisor
Engineering Division
Clackamas County DTD
Development Services Building
150 Beavercreek Road
Oregon City, OR 97045

RE: Speed Zone on Beavercreek Road

Dear Joe:

The City of Oregon City is requesting that your department pursue an Oregon Department of Transportation speed study to help justify a new posted speed limit of 40 mph. The location of the study is on Beavercreek Road between John W. Loder Road and the City limits (approximately 900 feet south of Glen Oak Road; see attached map).

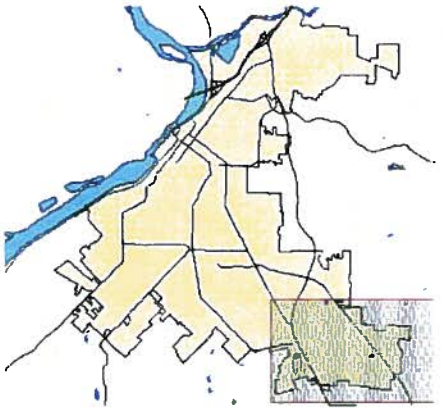
Along this stretch of Beavercreek Road it is currently posted at 45 MPH along with a school speed zone fronting the Oregon City High School. The City is interested in obtaining authorization from the State to post this section of Beavercreek Road at 40 MPH.

As you know the City of Oregon City has received several complaints from drivers regarding the school speed zone on Beavercreek Road at Oregon City High School. In general, the complaints have been that:

- Kids attending the school are high school age and should know how to conduct themselves along the roadway;
- drivers resent having to travel 20 MPH when young people are very rarely present;
- the west side of Beavercreek Road has a bike path and a sidewalk separated from the roadway by curbs and landscaping and a painted crosswalk is located at the traffic signal at Meyers Road allowing for safe passage of students to the high school; and
- conflicts occur at times when school is not in session because most drivers rightfully want to travel the posted limit of 45 MPH while others maintain the 20 MPH speed limit rule at <u>all</u> times.

It's our desire to both reduce the speed along this section of Beavercreek Road from 45 to 40 MPH and to eliminate the school speed zone and instead post the proper signage designating that a school is present (School Zone). This would allow for a safe speed along Beavercreek Road without the congestion resulting from a School Speed Zone.

Beavercreek Road Speed Study Area



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City of Oregon City
P.O. Box 3040
320 Warner Milne Rd
Oregon City, OR 97045
(503) 657-0891
www.orcity.org

Map created with OCMap 2009

11/23/2009

MAIN STREET STA:15+19.32 - STA:19+00

&

AGNES AVENUE STA:10+10.46 - STA:13+75

SCALE: 1"=40'

Car WRG

PORTLAND

PLAN AND PROFILE

AVE-PHASE 1

Kathy Griffin

From: DON SLACK [donslack5@msn.com]
Sent: Wednesday, December 16, 2009 4:55 PM
To: Kathy Griffin
Subject: Fw: Arch Bridge update

Kathy,

May be good to forward to TAC so they are informed.

Thanks,

Don
----- Original Message -----
From: Amber Holveck
To: Betty.Mumm@wfhonline.org ; ocfinder@aol.com ; 'DON SLACK' ; 'Lloyd Purdy' ; 'Nancy Kraushaar'
Cc: 'Larry Patterson' ; 'Alice Norris' ; alison.craig@mail.house.gov ; sen.marthaschrader@state.or.us ; 'Rep Kennemer' ; rep.davehunt@state.or.us
Sent: Wednesday, December 16, 2009 4:50 PM
Subject: Arch Bridge update

Good afternoon.

Susan Hanson of ODOT confirmed today that the bid for the Arch Bridge won't go out until spring of 2010, which then places the closure beginning late 2010 to early 2011. ODOT and the Federal Highway Administration are trying to more specifically identify the bridge's needs, closure period and financial needs efore moving forward. I inquired as to whether the funding will still be available if the project is delayed further and apparently that is not a major concern.

Susan wanted to notify Nancy Kraushaar, Lloyd Purdy and the Oregon City Chamber today as key stakeholders before the news hits The Oregonian.

Thank you to all of you for the roles you have played in this immense effort.

Amber Holveck, Executive Director
Oregon City Chamber of Commerce
P.O. Box 226 / 1201 Washington St.
Oregon City, OR 97045
PH: 503.656.1619
FX: 503.656.2274
chamberinfo@oregoncity.org
www.oregoncity.org

"Oregon City Chamber of Commerce...Pioneering Partnerships for Our Future"

U.S. Department of Transportation
Federal Highway Administration

Oregon Division

530 Center St.NE, Suite 100
Salem, Oregon 97301
(503)399-5749
(503)399-5838(fax)
www.fhwa.dot.gov/ordiv

November 10, 2009

In Reply Refer To:
HBR-OR
File Code: S003(011)

Mr. Jason Tell
Region 1 Manager
Oregon Department of Transportation
123 NW Flanders St
Portland, OR 97209-4012

Dear Mr. Tell:

Enclosed for your further action are the results of the joint ODOT/FHWA review of the Oregon City Arch Bridge Project (OR43: Willamette River Bridge - Oregon City). The report contains several recommendations that we hope will be beneficial when incorporated into this project.

The Oregon City Arch Bridge has proven to be an extremely complex bridge rehabilitation project due to the unique design of the structure and site constraints. We recognize the high degree of effort that ODOT has put into the development of the project plans and specifications to date.

Please extend our gratitude to the ODOT staff who participated in this review. Their contributions to the review were significant.

If you have any questions or comments regarding the review documentation or require further clarification please contact me at (503) 587-4712 or Timothy Rogers at (503) 587-4706 or timothy.rogers@dot.gov.

Sincerely,

Phillip A. Ditzler
Division Administrator

Enclosure: Oregon City Arch Rehabilitation Project Review Report

cc:
FHWA (Benjamin Beerman, Resource Center, Structural Engineer)
(Claude Napier, Resource Center, Structural Engineer)
ODOT (Christopher Leedham, Technical Services, Structural Engineer)
(Wayne Statler, Region 1, Project Mgr)
(Timothy Smith, Region 1, Asst Project Mgr)

TR/rm

U.S. Department of Transportation

Federal Highway Administration

Project Review

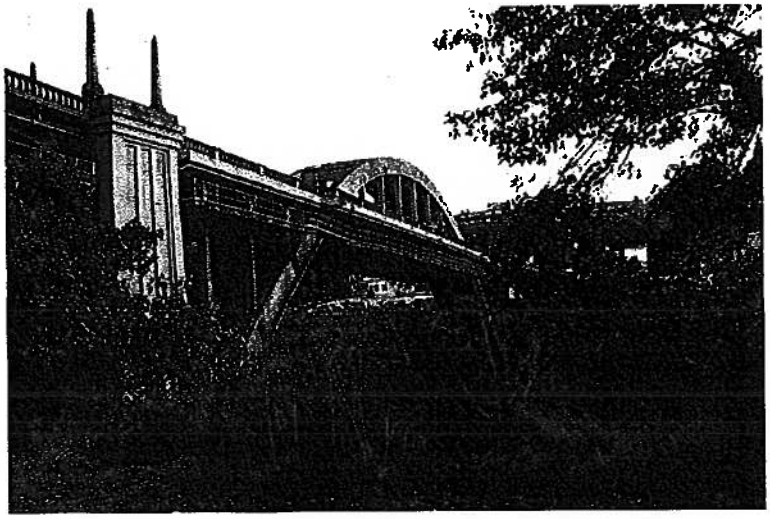
FHWA Oregon Division Office

FHWA Resource Center

Oregon Department of Transportation

Oregon City Arch Rehabilitation (OR43: Willamette River Bridge - Oregon City)

October 22-23, 2009



FINAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Table of Contents

Executive Summary

At the invitation of the Oregon Department of Transportation's (ODOT) Management, members of the Federal Highway Administration's (FHWA) Resource Center, the FHWA Oregon Division Office and ODOT conducted a technical review of the Oregon City Arch Rehabilitation Project (OR43: Willamette River Bridge - Oregon City).

The review team was tasked to evaluate and provide comments on the following items:
Item 1: Have rehabilitation projects, similar in bridge type and scope to this project, occurred in the United States and if so how were they performed?
Item 2: Are there alternate contracting methods which ODOT can employ on this project for the purpose of minimizing the traffic and pedestrian closure periods?
Item 3: Are there alternate construction methods which ODOT can consider on this project for the purpose of minimizing traffic and pedestrian closure periods?

The team conducted the review on October 23-24, 2009. The scope of the review included an inspection of the available project documentation, a site visit, and interviews with the ODOT and consultant project team members.

A summary of the review team's observations and recommendations are as follows:

Observation 1: The review team was unable to identify a bridge rehabilitation project which is similar in bridge type and scope to the Oregon City Arch project.
Recommendation 2: The team recommends that ODOT should continue to make the safety of the public and construction workers the highest priority in development of this project.
Recommendation 3: The team recommends that the ODOT investigate the viability of the attached "above deck work" construction sequence recognizing that this concept is preliminary in nature.
Recommendation 4: The team recommends that ODOT further refine or include additional elements to the proposed A+C+D contracting method so as to promote contractor innovation which specifically addresses lane closures.
Recommendation 5: The team recommends that ODOT take steps to minimize the risks associated with the "unknowns" by performing additional forensic investigations and/or developing detailed mitigation strategies for worse case scenarios that may be encountered during construction.
Recommendation 6: The team recommends that ODOT perform a structural analysis for both traffic and construction loads and rehabilitation sequencing to assure the integrity of the structure will not be compromised during

construction and the degree to which the structure will be able to accommodate legal loads upon completion of the project.

Recommendation 7: The team recommends that ODOT investigate the full removal of the two 35' bays (slab and stringers) between P12/P13 and P4/P3, and use link slabs in lieu of the Asphalt plugs.

Recommendation 8: The team recommends that ODOT review the attached PS&E comments generated by the team and incorporate them into the PS&E package as appropriate.

Background

This review focused on the proposed rehabilitation of the Oregon City Arch Bridge (OR43: Willamette River [Oregon City] Bridge No. 00357). The bridge is located on Oregon Highway 43 and crosses the Willamette River between Oregon City on the south, and West Linn on the north, in northwest Clackamas County.

The Oregon City Arch Bridge was constructed in 1922 and is showing signs of aging. Although routine maintenance of the bridge has been provided, over the years components of the bridge have been deteriorating. The structure is inspected by the Oregon Department of Transportation (ODOT) bridge maintenance crews every 2 years. During these inspections various bridge components are assessed. Recent inspections have found that the existing bridge deck, bridge rails, and deck joints are in poor condition. The bridge deck is the main roadway of the bridge, and the deck joints help protect the concrete from vehicle loads, and they accommodate expansion, contraction, and concrete shrinkage of the deck. Bridge rails provide barriers along the side of the bridge and separate vehicles from the roadway and the Willamette River below.

The proposed project is for rehabilitation activities including repair and improvements to the bridge deck, bridge rails, and deck joints. The structure would be cleaned, the sprayed-on concrete (gunite) exterior would be removed and repaired, the deck would be restored, existing sidewalks and rails would be removed and replaced, and illumination would be repaired and replaced. Approximately 1,600 square feet of pavement would be reconstructed on the Oregon City side of the bridge to repair the existing ramp approach to the bridge.

The proposed rehabilitation project requires a 2 year closure of the bridge would prohibit direct access to Oregon City via Highway 43 and the Oregon City Arch Bridge. Although the direct route across the bridge would not be available during this time, access to Oregon City and the downtown area would be provided via a detour route to I-205 Abernethy Bridge, approximately 1 mile north of the Oregon City Arch Bridge. The detour would add approximately 1.1 miles from the Oregon City Arch bridge, across I-

205, and back to Highway 43. This would add approximately fifteen minutes to trips during peak travel times.

Purpose and Objective

The purpose of this review is to provide the Oregon City Arch project team with a national prospective of the proposed bridge rehabilitation strategy. In particular the team focused on the traffic and pedestrian lane closures during the life of the project.

The objectives of the review were to address the following:

- Have rehabilitation projects, similar in bridge type and scope to this project, occurred in the United States and if so how were they performed?
- Are there alternate contracting methods which ODOT can employ on this project for the purpose of minimizing the traffic and pedestrian closure periods?
- Are there alternate construction methods which ODOT can consider on this project for the purpose of minimizing traffic and pedestrian closure periods?

Scope and Methodology

The scope of the review included a review of the environmental permitting, engineering, and construction activities associated with the Oregon City Arch Bridge project. The methodology used to develop the recommendations included in this report included an on-site visit, a review of the available project documents, and interviews with the design, project development, and construction staff involved with the project.

The project documents included:

- NEPA Documentation (Reevaluation of the Categorical Exclusion Determination
- As-built Drawings
- Roadway and Bridge Plans
- Contract Special Provisions
- Constructability Review Documents
- Incentives/Disincentives Documents
- Construction Sequencing and Scheduling Documents
- Bridge Inspection Documents
- Bridge Load Rating Documents

Interviews were conducted with the following personnel:

Mary Young	ODOT Region 1	Env. Coordinator
John Kalvelage	OBEC Consultants	Proj. Mgr
Dave Place	Consultant	Constr. Engr.
Christopher Leedham	ODOT Technical Services	Structural Engineer

Timothy Smith	ODOT Region 1	Asst Project Mgr
Wayne Statler	ODOT Region 1	Project Mgr

Team Members

Timothy Rogers	FHWA Oregon Division	Bridge Engineer
Benjamin Beerman	FHWA Resource Center	Structural Engineer
Claude Napier	FHWA Resource Center	Structural Engineer
Christopher Leedham	ODOT Technical Services	Structural Engineer
Timothy Smith	ODOT Region 1	Asst Project Mgr
Wayne Statler	ODOT Region 1	Project Mgr

Observations and Recommendations

Observation #1:
The review team was unable to identify a bridge rehabilitation project which is similar in bridge type and scope to the Oregon City Arch project. A search of the National Bridge Inventory data was performed. The search revealed a population of 195 steel through arch bridges. However, there is no national inventory item to designate the type of protective system used on the structural steel of the bridges, and especially with regards to a bridge encased in gunite. Sixty-seven of the bridges in the inventory have been reconstructed since they were built. Typically, the corrosion protection system of choice in the past for steel bridges was a paint system. The gunite used on the Oregon City Arch Bridge is a very unusual and innovative system for its time that has provided a corrosion protection service life (1922 to 2009) that far exceeds the 20 to 25 years of service life for the different typical paint systems.
Recommendation #1:
None

Observation #2:
The team identified this project as "high risk" with regards to safety of both the construction workers and the travelling public. The significant safety issues identified include: limited access to the worksite, significant fall heights, and the occurrence of multiple work operations within a limited work area.
Recommendation #2:
The team recommends that ODOT should continue to make the safety of the public and construction workers the highest priority in development of this project. This would be especially relevant if the use of extended work shifts or night time work is explored as a means minimizing the traffic and pedestrian closure periods.

Observation #3:
The ODOT project team has prepared a thorough and well documented analysis of a vertical construction method which assures that the project is constructible, allows for high quality construction, accommodates for the uncertainties in the scope of the project, promotes a competitive bidding environment, provides for a safe work site, and has a reasonable construction duration.
Recommendation #3:
The team recommends that the ODOT investigate the viability of the attached "above deck work" construction sequence. This scheme is focused on performing a majority of the "above" deck work during the first season with intermittent bridge closures in the second season. While the team considers this scenario to be preliminary in nature, it does have the potential to reduce the length of the bridge closure by several months.

Observation #4:
ODOT has developed the construction duration based on construction practices that are likely to occur on this project and a 6 day – 10 hour shift. The possibility exists that a properly motivated contractor could present a more innovative means of constructing a high quality project while minimizing the lane closures. ODOT is proposing to include a provision for contractor innovation through the use of A+C+D contracting.
Recommendation #4:
The team recommends that ODOT further refine or include additional elements to the proposed A+C+D contracting method so as to promote contractor innovation which specifically addresses lane closures. While the proposed A+C+D scoring criteria does give credit for contractor innovation the team feels that further enhancements to the "D" component or "contractor's approach" could increase the likelihood of receiving innovative bid proposals. Enhancement to the "D" component may include provisions such as; contractor proposed lane closure duration(s), contractor proposed of interim completion dates and associated Incentives/Disincentives, use of partnering agreements, use of multiple or extended construction shifts, or a combination of these items. Additionally, the scoring points assigned to the "contractor innovation" elements should be weighted so their contribution to the total score is effective.

Observation #5:
ODOT has performed on site investigations to determine the extent of the structural repairs necessary to remove the existing structural deficiencies. The project team recognizes that the extent of the rehabilitation required in several key structural elements are unknown at this time. The lack of access to these areas or time needed to perform the investigations has hindered ODOT's ability to positively identify the extent of the needed repair. ODOT has accounted for these "unknown" conditions by including an additional 3 months in the contract duration. The "unknowns" do pose a risk of extending the contract beyond the duration that is currently calculated including the 3 month "unknown" condition allowance.
Recommendation #5:

The team recommends that ODOT take steps to minimize the risks associated with the "unknowns" by performing additional forensic investigations and/or developing detailed mitigation strategies for worse case scenarios that may be encountered during construction. If unknown investigations are included as part of the contract, then the investigations should be addressed at the beginning of the project within specified constraints and appropriate work packages included in the schedule.

Observation #6:
The load rating for the bridge has not been completed nor has an analysis been performed on the structure to verify that the construction sequencing that was used to develop the schedule is structurally feasible.
Recommendation #6:
The team recommends that ODOT perform a structural analysis for both traffic and construction loads and rehabilitation sequencing to assure the integrity of the structure will not be compromised during construction and the degree to which the structure will be able to accommodate legal loads upon completion of the project. Additionally, the information generated through this analysis should be assessed to determine if there is information that would be helpful to a contractor in the preparation of a bid.

Observation #7:
The current rehabilitation scheme includes partial removal of the deck at Piers 12 and 13. The extent of the repairs in this area includes; strengthening of stringer ends, repair of bearing and replacement of joints with asphaltic plugs.
Recommendation #7:
The team recommends that ODOT investigate the full removal of the two 35' bays (slab and stringers) between P12/P13 and P4/P3, and use link slabs in lieu of the Asphalt plugs. This is one of the high risk areas – it is suggested not to "micro the work" in this area. Also, removing the bay will provide access for the underside of the deck for floorbeam repairs and make the bearing replacement easier. Link slabs will keep the areas from future leakage better than the asphalt plugs. Precast panels forms could be considered for ease of construction. Asphalt plugs at P0 and P17 seem to be okay (in lieu of link slabs) because they are away from the arch and some thermal relief is needed.

Observation #8:
The Oregon City Arch is a complicated rehabilitation project to restore a historic steel arch bridge. The State and their consultant are complimented on their rehabilitation efforts. The plans are very extensive and adequately cover all aspect of the restoration except for the three high risk areas discussed during the review. Additionally the review team performed a review of the PS&E package and provided comments.
Recommendation #8:
The team recommends that ODOT review the attached PS&E comments generated by the team and incorporate them into the PS&E package as appropriate.

Attachments

- Attachment 1: Above Deck Work" Construction Sequence
- Attachment 2: PS&E Comments

FHWA/ODOT Review Team PS&E Comments for the Oregon City Arch Rehabilitation Project (OR43: Willamette River Bridge - Oregon City)

The Oregon City Arch is a complicated rehabilitation project to restore a historic steel arch bridge. The State and their consultant are complimented on their rehabilitation efforts. The plans are very extensive and adequately cover all aspect of the restoration except for the three high risk areas discussed during the review.

Major Comment:

Three high risk areas were identified during field review and recommendations included in the bridge review report. The high risk areas for potential unknown deterioration were:

1. Arch ribs passing through the deck at P3-P4 and P12-P13
2. Arch ribs connections to Pier 1 (Oregon City Side) and Pier 2 (West Linn Side)
3. Spandrel Column connections to arch ribs at P1, P2, P14, P15, & P16.

The plans Detail Reference 29 (Dwgs 81814 & 81815) address the repair of column connections to arch ribs by indicating "After shotcrete/concrete removal and cleaning the Engineer will inspect the existing steel to determine the extent of steel repairs." Detail references and a similar note should be added to the plans for the arch ribs passing through the deck and the arch rib connections to Piers 1 and 2 for the engineer to inspect and determine the extent of steel repairs to the arch ribs. In addition a special provision should be written to address the high risk locations and require that the Contractor remove the shotcrete at these locations at the beginning of construction for the engineer's inspection if not done by NDE or destructive methods before advertisement and require that these items be included in the project schedule. Estimated detail requirements and times for review, development of details, shop drawings, fabrication, and installation should be included in the special provision. The Contractor should be required to include these items in his project schedule at the beginning of the project.

General Comments:

1. Since there are details requiring field welding to the existing structural steel, the weldability of the existing steel should be determined.
2. There is no mention of using self consolidating concrete (SCC), however the benefits of the attributes of high performance SCC particularly its flowability should be considered for casting the arch bottom slab replacement (Item 98,

Dwg 8171). In addition, for concrete spalls or delaminated areas, flush repair surfaces can be done easily using SCC.

Plan Comments:

1. Plan and Elevation (Drawing 81811): Item 97 should be shown on the Elevation View at P5 and P11 .
2. Item 5, Repair concrete cracks and spalls, Drawing 81858: Recommend consider making 1" depth saw cut and then requiring that the remaining depth be sloped back into sound concrete at 15 to 20 degree angle to create concrete lock of repair section in the existing concrete to prevent shrinkage popouts particularly for any reinforced repair areas. Type K Cement (Expansive Concrete) is recommended to be used to minimize drying shrinkage of concrete repair and opening of cold joint interface.
3. Item 6, Repair Bearings, and Item 9, Replace Rocker Bearings: What is the tolerance to be allowed in jacking of bridge members to replace bearings? This is not noted in Section 00511 – Shoring of Structures. For Item 6, it is indicated that bearings to be jacked 3/16" to ¼". Based on the way the note is written, it appears that individual jacking of stringers is allowed and simultaneous jacking of stringers is not required.
4. Drawing 81813: Recommend title be changed to Temporary Work Access & Containment Plan.
5. Drawing 81819: Add note: "See Drawing 81866 for Section details."
6. Drawing 81833: Add note: "See Drawing 81832 for location of Section BL-BL." (This may be a detailing practice of not referring back to where sections are taken from.) Section BL-BL: Change reference "New cricket, see Drawing 81871" to "New cricket, see Drawings 81871 and 81873"
7. Drawing 81858: Galvanic Anodes are to be used on any existing steel-concrete materials and bare steel to receive shotcrete (SP Section 00542) Was there consideration on using it on the General Concrete Repairs for corrosion protection?
8. Drawing 81866: Add note: "See Drawing 81819 for location of Sections."
9. Drawing 81867: Consideration should be given to replacing at least half or more of the asphaltic plug joint seals with ductile link slabs to minimize future maintenance of asphaltic plug joint seals. Engineered cementitioujs composites (ECC) for link slabs were developed at Victor Li at University of Michigan. Dr. Celik Ozyildirim at the Virginia Transportation Research Center has also done laboratory tests on high-performance fiber-reinforced composites for link slabs to improve on Virginia's link slabs to replaced joints on simple span bridges. Virginia has used the Utah detail for eliminating joints on bridges on over a hundred bridges. Refer to VTRC website for report on High Performance Fiber-Reinforced Cementitious Composites for Crack Control. http://vtrc.virginiadot.org/PubDetails.aspx?PubNo=08-R12. This study evaluated high-performance fiber-reinforced cementitious composites (HPFRCC), which

are mortar mixtures with synthetic and steel fibers. The feasibility of using HPFRCC technology for transportation applications by the Virginia Department of Transportation, such as link-slabs that can replace joints on decks and in thin overlays for reduced permeability, was explored. HPFRCC has high ductility, is tough, and can exhibit strain-hardening that leads to multiple microcracks at large deformations. Such tight cracks prevent the transport of aggressive solutions and improve durability.

10. Drawing 81870, Anode Installation Notes: Change the reference specifications to install anodes in accordance with "Specification Section 00543.15" to "Specification Section 00542.40"
11. Drawing 81871, Arch Bottom Slab Replacement Details, Drain Detail: Add the designation of "New Cricket" to the chamfer detail since this sheet is referred to for the New Cricket Details.
12. During the site visit, Chris Leedham indicated that the deck drains were going to be extended so that there is no runoff spraying on the bridge beams. No details for deck drain pipe extensions were found on the plans. It is recommended that details be added to extend the deck drain pipes or deck drain holes to below the beams.

Special Provision Comments:

1. Page 12, Section 00220, Subsection 00220.02, 7th bullet: There is a requirement to provide a 5 feet minimum wide temporary pathway with surface meeting the requirements of the Americans Disabilities Act (ADA). Based on review discussions, there are not plans to provide pedestrians and bicyclists access on the bridge after the bridge is closed to traffic for construction. Is this subsection needed in the special provision?
2. Page 15, Subsection 00220.40(f), Limited Duration Road Closure: Not to exceed 20 minutes in duration during erecting and removing temporary bridge girders over the travel lanes. This work is only be permitted between the hours of 11:00 p.m. and 5:00 a.m., Monday through Sunday. Will this require a noise variance since it is outside the 7:00 a.m. to 10:00 p.m. allowed period?
3. Page 19, Section 00254 – Temporary Work Access, Subsection 00254.40, paragraph (b) Contractor-Designed, bullet on proposed construction equipment loads. It is recommended the requirements be modified to adequately address construction sequencing when bridge elements are being rehabilitated for applied construction equipment and material loads.
4. Page 63, Section 00501 – Bridge Removal. Provides a list of items to be removed except for shotcrete which is covered in Section 00543 and the bottom slab of the arch chamber which does not appear to be covered elsewhere. It is recommended that the removal of the bottom slab of the arch chamber be added to the list.
5. Page 64, Section 00501.80: Change "arch cambers" to "arch chambers"

6. Page 66, Section 00511.41a: Recommend revise the wording of "removing existing support of the member undergoing repair or reconstruction" to "removing existing **portion** of the member undergoing repair or reconstruction". Recommend that the phase "where required" be added to the end of the statement "Install shoring under the arch ribs prior to placing construction loads."
7. Page 72, no estimated quantity length is provided for "inject and seal cracks." The estimate has 260 LF.
8. Page 76, Section 00542.10, Galvanic Protection Devices: Only one source is provided and I am not aware of others even though there may be other sources. To use the galvanic protection devices is a good corrosion protection strategy. In order to use a public interest finding should be done or classify as an experimental feature and monitor the installation as an experimental feature project.
9. Page 90, Section 00543.44(a), 5th line: Correct the spelling of "wash water" which is shown as "Use a rust inhibitor in was water."
10. Page 102, Section 00557.04, 3rd bullet: Delete "listed in (2) after production lot numbers since there is no (2) to refer to. There is only the second bullet which refers to the requirement of production lot numbers.
11. Page 126, Section 00593 and subsections referring to polyester topcoat requirements. It is not clear where the polyester topcoat will be applied unless Section 00594.90(b) identifies the specific bridge elements where overcoating will be used.
12. Page 132, Section 00594.90(b) for Pay Item (c) through (g) should have a blank for adding bridge elements where the different surface preparation, coating applications, and coating materials should be used. The estimate is showing bridge members or locations, but is not clear if for full coating replacement or spot repair and overcoating.

Project Estimate Reviewed (Identified as preliminary rough cost estimate)

General Comment: It was very difficult to follow the estimate since quantities were some times included on the plans, or in the special provisions, or no determined source. The estimate needs a good scrubbing with the special provisions and plans to ensure that all pay items are appropriately addressed. There are some specification sections noted on the estimate that do not agree with the special provision sections.

1. Removal of Approach Slab included under both Group 0300 (Roadwork) and Group 0500 (Bridges)
2. Line 0350, Bridge Removal Work: Change Unit from SQFT to LS.
3. Lines 0370 Remove Damaged Shotcrete at Steel Repair), 0380 (Remove Shotcrete from Arch Ribs, below Deck) and 0390 (Remove shotcrete from ribs, above deck) refer to Section 0501 and should be Section 0543 of SP.
4. Line 0420 Reinforcement: Has unit of LB and SP section indicates LS.

5. Line 0440 Deck Concrete Class HPC4000: Has quantity of 8 cuyd. and SP has 18 cuyd.
6. Line 0450 General Structural Concrete, Class 3300: Has quantity of 163 cuyd and SP has 114 cuyd.
7. Line 0505 Retaining Wall, Gabion Concrete Repair. Did not find requirement on plans or SP.
8. Line 0560 (Construct PPC Overlay) and Line 0570 (Furnish polyster polymer concrete) refer to Section 0540 and should be Section 0557.
9. Line 0585 (Retaining Wall, Concrete Sealer) and Line 0590 (Retaining Wall, Concrete Sealer Cement-Based) should be SP Section 0546.
10. Line 0590 (Class 2 Preparation) should be SP Section 0557.
11. Line 0640 (Replace Curb Bumpers): Delete since included in Line 0707 (Replace Curb Bumpers)
12. Line 0705 (Replace Sheer Strakes), Delete "1/2 inch electrical conduit" and replace with "Recycled Plastic Lumber for Structures" in SP Section 0575.
13. Line 0707 (Replace Curb Bumpers): Correct SP Section to Section 0575.
14. Lines 0710 & 0720. Bearing Devices ___ description does not agree with SP description of "Repair Bearing Devices,____."
15. Lines 0740, o750, 0760, 0770. 0780, 0790 (Seismic restraint____) should refer to SP Section 0588 and have unit of EA instead of referring to Section 0582 and having unit of LS.
16. Lines 0800 and 0810 should refer to Sec 0582 Bridge Bearings instead of Miscellaneous.
17. Lines 0960, 0970, 0980, 0990, 1000, 1010, 1020, 1030, 1040, 1050 should have descriptions reworded to agree with SP Section 0594 so that it is clear when Surface Preparation is for full coating replacement or spot repair and overcoating and coating application is for full coating replacement or spot repair and overcoating.

Kathy Griffin

From: Aleta Froman-Goodrich
Sent: Monday, January 11, 2010 8:43 AM
To: Kathy Griffin
Subject: TAC Agenda Item FW: Favorable Report for Bike Lanes RE: Warner Milne Safety Analysis Scope of Services

Kathy,

Warner Milne Road project:
We plan to change the striping on Warner Milne Road from a three (3)lane cross section (two travel lanes, one center turn lane) to a two (2) lane cross section with bike lanes on each side (two travel lanes and two bike lanes).

DKS has prepared a report that will be submitted to the City regarding the safety for removing the center turn lane and if researched the need for a center turn lane to determine if it is warranted. The report provides a strong case to justify removal of the center left turn lane.

Please place this item on the TAC Agenda so that we can provide the TAC with this information as stakeholders in this change.

Thanks,
Aleta

From: Scott Mansur [mailto:smm@dkspdx.com]
Sent: Friday, January 08, 2010 7:43 AM
To: Nancy Kraushaar; Aleta Froman-Goodrich
Cc: Erik Wahrgren; Jason Irving
Subject: RE: Favorable Report for Bike Lanes RE: Warner Milne Safety Analysis Scope of Services

Thanks Nancy. I think we have a strong case to justify removal of the left turn lane.

Scott

Scott Mansur, PE, PTOE
DKS Associates
117 Commercial St. NE, Suite 310
Salem, OR 97301
503/391-8773
Fax 503/391-8701
smm@dksassociates.com

From: Nancy Kraushaar [mailto:nkraushaar@ci.oregon-city.or.us]
Sent: Thursday, January 07, 2010 5:15 PM
To: Aleta Froman-Goodrich
Cc: Erik Wahrgren; Jason Irving; Scott Mansur
Subject: RE: Favorable Report for Bike Lanes RE: Warner Milne Safety Analysis Scope of Services

Thank you for the update. Please note that Linn Avenue does not have a center turn (multi-purpose) lane and it has many intersections, driveways, etc. and seems to operate quite well. Portions of Warner Milne have much higher daily traffic counts, but fewer conflict points, too. I think we have more minor arterials without turn lanes than I had noticed in the past. -Nancy

From: Aleta Froman-Goodrich
Sent: Thursday, January 07, 2010 1:53 PM
To: Nancy Kraushaar
Cc: Erik Wahrgren; Jason Irving; 'Scott Mansur'
Subject: Favorable Report for Bike Lanes RE: Warner Milne Safety Analysis Scope of Services

Nancy,

Scott let me know that the report is favorable for restriping Warner Milne with bike lanes. DKS will be sending the draft report to you in the next week for review and then will contact stakeholders Joe Marek and BTA for stakeholder input after City review of the report.

Also note the City's TSP has language that bicycle facilities are required and 6' bike lanes are shown on the typical section for minor arterials. The 12' turn lane median is noted as OPTIONAL on the typical section for minor arterials. This is a finding that will be included in the report.

Thanks,
Aleta

From: Aleta Froman-Goodrich
Sent: Thursday, January 07, 2010 1:39 PM
To: 'Scott Mansur'
Cc: Erik Wahrgren; 'Jason Irving'
Subject: RE: Warner Milne Safety Analysis Scope of Services

Scott,
Follow-up to our discussion:
The City has hired a new project engineer, Erik Wahrgren, that will be working with me on the Warner Milne project. Erik will be taking on more responsibility for Warner Milne tasks as he becomes more familiar with the project and the project tasks. I will still be the primary City contact for the project. At some point this may change as Erik becomes more involved. Please copy Erik on all emails and continue to copy me and send the study to Nancy K.

Second item we discussed:
After we review the draft report, DKS plans to talk to stakeholders, Joe Marek and Bike Transportation Alliance for their input.

Joseph F. Marek, PE, PTOE
Traffic Engineering Supervisor
Engineering Division
Clackamas County DTD
Development Services Building
150 Beavercreek Road
Oregon City, OR 97045
Tele: 503.742.4705
Fax: 503.742.4659
email: joem@co.clackamas.or.us

Thanks for the update that the draft report will be sent in the next week to Nancy K with copies to us.

Thanks,
Aleta

From: Nancy Kraushaar
Sent: Wednesday, December 02, 2009 5:23 PM
To: 'Scott Mansur'
Cc: Jason Irving; Aleta Froman-Goodrich
Subject: RE: Warner Milne Safety Analysis Scope of Services

Scott: I had three quick comments on the work scope (last minute):
1 – I wanted to stress that the objective of the study is to provide access for bikes as an alternative travel mode within the existing right-of-way on Warner Milne where none exists today if possible. I know that you know that, but I want to stress the importance of adding bike facilities where none exist on a minor arterial in an area where land uses and geography are compatible with bicycle use. As you know, it may have been second nature to install a center turn lane in the past while nowadays it is important to give higher priority for alternative modes than they have been given in the past.
2 – You might check with OC Police Department on accident data as well as ODOT (unless their data bases are united) – Aleta can assist as needed.
3 – Under Task 3, you have allocated time to review safety research for two-lane and three-lane roadways. Are bikes included in the safety equation?

That's it. Sorry if I'm sounding picky. Thanks. -Nancy

From: Scott Mansur [mailto:smm@dkspdx.com]
Sent: Tuesday, December 01, 2009 3:27 PM
To: Aleta Froman-Goodrich
Cc: Jason Irving; Nancy Kraushaar
Subject: RE: Warner Milne Safety Analysis Scope of Services

Thanks Aleta. I will order the driveway counts as soon as possible so that we can begin the analysis.

Scott

Scott Mansur, PE, PTOE
DKS Associates
117 Commercial St. NE, Suite 310
Salem, OR 97301
503/391-8773
Fax 503/391-8701
smm@dksassociates.com

From: Aleta Froman-Goodrich [mailto:afroman-goodrich@ci.oregon-city.or.us]
Sent: Monday, November 30, 2009 5:15 PM
To: Scott Mansur
Cc: Jason Irving; Nancy Kraushaar
Subject: RE: Warner Milne Safety Analysis Scope of Services

Scott,

Please proceed with the scope of services as provided by the attached agreement.

Thanks,
Aleta

From: Scott Mansur [mailto:smm@dkspdx.com]
Sent: Thursday, November 05, 2009 5:06 PM
To: Nancy Kraushaar; Aleta Froman-Goodrich
Cc: Jason Irving
Subject: Warner Milne Safety Analysis Scope of Services

Aleta/Nancy-

Per our prior phone conversation, I have prepared the attached scope of services to evaluate the striping options for Warner Milne Road. The two options being considered include the current 3-lane cross section (2 travel lanes and a center turn lane) and a 2-lane cross section with bike lanes. I have identified 5 driveways in the scope that I think are the key driveways along the corridor to analyze. Let me know if you have any questions or comments related to scope. Thanks.

Scott

Scott Mansur, PE, PTOE
DKS Associates
117 Commercial St. NE, Suite 310
Salem, OR 97301
503/391-8773
Fax 503/391-8701
smm@dksassociates.com

Agenda Item No. 7c
Meeting Date: 06 Jan 2010

COMMISSION REPORT: CITY OF OREGON CITY

TO:	Honorable Mayor and City Commission
FROM:	Nancy Kraushaar, City Engineer and Public Works Director
PRESENTER:	Nancy Kraushaar, City Engineer and Public Works Director
SUBJECT:	Update on Cracking of Cement Surface on Promenade Walls
Agenda Heading: General Business	
Approved by: Larry Patterson, City Manager	

RECOMMENDED ACTION (Motion):

This agenda item is informational.

BACKGROUND:

Over the past eight years, Oregon City has completed two phases and is underway on the third and final phase of historic restoration work on the McLoughlin Promenade.

The work has been done in accordance with historic restoration practices, emulating the original materials, including the concrete and mortar mixes used to assemble and point the railings, walls, caps, and columns. Cracking has occurred, particularly in many of the concrete caps, throughout the work phases. The contractor and engineering consultant team has reviewed the cracking to evaluate structural integrity and cause. The attached memo, photos, and email from the State Historic Preservation Office provide background for the City Commission update on the cracking.

BUDGET IMPACT:

FY(s):
Funding Source:

ATTACHMENTS:

Memo from Wallis Engineering
E-mail exchange
4 photos of cracks

wallis engineering

December 11, 2009

Nancy J.T. Kraushaar, PE
City Engineer / Public Works Director
City of Oregon City
PO Box 3040
Oregon City, OR 97045

RE: Cracking in Wall Caps along the McLoughlin Promenade
Job No. 1261B

Dear Ms. Kraushaar:

I am writing to address the issue of mortar wall cap cracking on the Promenade project currently under construction. First, I would like to mention that we appreciate the fact that there is interest in the Promenade project and that there are those in the community who care enough to voice concern. We are also concerned. We are carefully monitoring the cracking and will remove any wall caps that we believe to be a potential long-term problem.

Prior to final project acceptance, we will have the mortar caps inspected by our structural engineer and preservation architect (both of whom were involved in the design of the mortar cap and selection of the mortar mix). If that assessment concludes that the service life of the wall caps is a concern, they will be removed and replaced, or other measures will be taken as necessary to meet long-term service life needs.

When we started design, we noticed that some existing wall cap cracks were both unsightly and a maintenance concern. Because of that, we evaluated options to prevent cracking on the mortar wall caps to be replaced with the current project. We concluded that most of the existing wall cap cracks were due to movement of wall stones, from both long-term settlement and thermal expansion and contraction. Because the mortar caps are firmly attached to the underlying stone, we believe the cracking is due to the fact that the cracks in the wall are being transferred up to the mortar wall cap.

During design, we concluded that there were two options for preventing these cracks. One was to reinforce the wall to prevent it from cracking below the mortar wall caps. The other was to design the caps so that they would be strong enough to keep the underlying wall from cracking. We concluded that neither of these options was cost effective. We also concluded that the cracks that would result from *not* implementing either option would not significantly lessen the service life of the mortar wall caps.

915 Wall 4th Street Suite 200 Vancouver WA 98660 Office (360) 695-7041 Fax (360) 694-1043 www.walliseng.net

A total of 39 wall caps were recently replaced. Many of these have experienced what we consider "hairline" cracking. Over time, depending upon the movement of the underlying stone. some may in fact experience cracking similar to the older wall caps.

The wall caps which line the Grand Staircase were replaced as part of the 2005 restoration project (Phases 1 and 2), and thus have been exposed to weather elements for four years. The majority of the wall caps along the Grand Staircase have multiple "hairline" cracks in the mortar. A few of the wall caps contain more severe cracking.

In summary, we believe the cracking experienced to date to be acceptable. We will continue to closely monitor the situation and will address the problem if we determine that the service life of the wall caps is of concern.

Please contact me if we can be of further assistance or you have any questions.

Sincerely,

Robert Wallis, P.E.
WALLIS ENGINEERING

P:\12\1261B\Correspondence\Out\City\Kraushaar01Let.doc

Nancy Ide

From: Joy Sears [joy.sears@state.or.us]
Sent: Monday, December 07, 2009 2:48 PM
To: Laura Butler
Subject: Re: FW: Mortar Wall Caps

Laura,

I am sorry to hear that some of the new wall caps have already cracked.
Concrete can be a temperamental material. I would not worry about the hairline cracks especially if the structural engineer is not concerned.
Cracking is inevitable in concrete to some degree. Cutting a joint would only make the crack more pronounced and I doubt that it will solve the problem.

Feel free to contact me with any further comments and concerns.
Take care,
Joy

Joy Sears
Restoration Specialist

Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem OR 97301

Phone 503-986-0688
Fax 503-986-0794

Email: Joy.Sears@state.or.us
Website: www.oregonheritage.org

>>> "Laura Butler" <lbutler@ci.oregon-city.or.us> 12/4/2009 3:47 PM
>>>
Joy,

Thank you for taking the time to review our McLoughlin Promenade restoration project in Oregon City earlier this year. As you recall, in 1851, Dr. John McLoughlin, dedicated a 7.8 acre linear park to the citizens of Oregon City along the bluff known as the McLoughlin Promenade. Under the direction of President Franklin D. Roosevelt, a concrete pathway lined by stone walls as well as an adjoining grand staircase were constructed as a Works Progress Administration (WPA) project to provide employment during the height of the Great Depression in 1938. Today, the McLoughlin Promenade is one of the most functional historic landmarks in the City, providing majestic views of downtown Oregon City and the Willamette River for exercise enthusiasts, tourists and downtown visitors.

Despite maintenance over the years, this local treasure has deteriorated from time. In order to restore the safety and historical integrity of the McLoughlin Promenade, the City was awarded funding through President Barack Obama's American Recovery and Reinvestment Act of 2009 (ARRA), which will again reunite Americans with employment opportunities. The restoration includes:

* Repairing stone walls, railings and piers;

* Replacing a portion of the Grand Staircase;

* Removing graffiti; and

* Cleaning of the facility.

As part of the construction process some wall caps were removed and replaced with new wall caps. Five of the first thirty newly replaced wall caps have begun to display a single hairline crack. The cracks have all been reviewed by our structural engineer and determined to be insignificant. Some concern has been expressed about the cracks and we are looking to your professional opinion on if the cracks are typical of this type application, if the hairline cracks are problematic and if SHPO recommends we install joints in the wall caps to prevent the cracking. The new wall caps are made of nearly the same material as the historic wall caps and are approximately 1.5 feet by 8.75 feet (shown on page C4 of the attached plans). Thank you for your assistance once again and please let me know if you need any additional information.
Thank you

Laura Butler, AICP

Assistant Planner

Planning Division
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
503.496.1550 - AM
503.496.1553 - PM
Fax: 503.722.3880

lbutler@orcity.org


12/02/2009


12/02/2009

Kathy Griffin

From: ocwildbill@gmail.com on behalf of Bill Blanchard [ocfinder@aol.com]
Sent: Sunday, December 06, 2009 9:55 PM
To: Kathy Griffin
Subject: Fwd: Memo -- rethinking the North End, v. 1.0
Attachments: NorthEnd2.0-1.pdf

I received this tonight from Commissioner Nicita. Can you forward this to the TAC members. This is not an endorsement but as requested for information to the TAC members.

Bill
---------- Forwarded message ----------
From: **James Nicita** <jnicita@ci.oregon-city.or.us>
Date: Sun, Dec 6, 2009 at 8:29 PM
Subject: Memo -- rethinking the North End, v. 1.0
To: OCFINDER@aol.com

Hi Bill,

Here is the pdf copy I promised you of my memo on rethinking the redevelopment of the North End of Oregon City. I was a bit taken aback at the extensive play the Oregon City News gave it in the current edition.

If you could pass this along to your colleagues on the transportation advisory committee, I would appreciate it.

James Nicita
City Commissioner

MEMORANDUM

To: The Oregon City Community and Friends

From: James J. Nicita, M.U.P.
City Commissioner

Re: "North End 2.0: Rethinking the Regional Center"
Version 1

Date: November 10, 2009

The purpose of this memo is to discuss alternative planning and urban design scenarios for the area within Oregon City's urban renewal plan known as the "North End." This area includes but is not limited to the Oregon City Shopping Center, the Clackamette Cove, the Tri-Cities Wastewater Treatment Plant, the Metro Transfer Station, the Rossman Landfill, and the End of the Oregon Trail Interpretive Center. Metro has designated this area, along with the historic Downtown, as a "Regional Center."

The Oregon City Urban Renewal Commission (URC) has developed a plan and strategy for the Regional Center, including the North End. Much good work has gone into this effort. This memorandum takes into account the work of the URC, and recognizes that much of the information and strategic thinking that has gone into this effort forms the basis of moving forward with the redevelopment of the North End.

This memorandum also takes into account alternative viewpoints, and changed conditions. Indeed, the document that forms the basis for the current urban renewal plan, "Oregon City Futures – A Strategy for Economic Development: Phase I: Summary and Recommendations" (Leland Consulting / Stastny Brun Architects, Inc., 2004) explicitly states in its Implementation Strategy, Point #9: Ongoing Review:

> "The strategy for Oregon City is not a static plan. Implementation will never really end and strategies and actions must be flexible to react to changes in the marketplace and new opportunities. Thus, Ongoing Review of the strategy and its recommendations must be a core part of implementation.
>
> - Dynamic plans require ongoing review that responds to changing conditions.
> - Evaluation of the plan, projects, and communications – make periodic adjustments to the plan." (p. 20.)"

Oregon City and the nation are experiencing the worst economic recession since the Great Depression. Many economists suggest that whatever economy emerges after this recession, it will be fundamentally different in structure than the pre-recession economy. Oregon City needs to examine whether the economic premises upon which it based its current plan and strategy for the Regional Center are still valid.

There have been other developments since the adoption of the current plan and strategy that may inform new thinking regarding Oregon's City's Regional Center. Four very contemporary developments coming out of Metro influence this memo.

First, Metro appears poised to adopt an Urban and Rural Reserves strategy that would not designate a significant amount of land as "urban reserves." The Metro Chief Operating Officer has recommended a strategic investment strategy to accommodate most future growth within a "tight" urban growth boundary.[1] His recommendations include pursuing land assembly and brownfield redevelopment within existing industrial areas, in order to maximize employment land within the UGB. Metro is also developing urban design capacity, and plans to assist cities within the metro region to develop such capacity, in order to accommodate increased density within the UGB.

Second, Metro will soon be issuing a report on Regional Centers, problems experienced over the years with their implementation and development, and recommendations to surmount these problems. A task force chaired by former City of Portland planning director Gil Kelly will issue this report.

Third, the annual trip to Vancouver, B.C. organized by Metro Councilor Robert Liberty has given planners and elected officials in metropolitan Portland new insights on using good architecture and urban design to ensure that density increases the quality of urban life. Vancouver emphasizes mixed-used development, and the examples expand one's sense of what is possible: a Home Depot big box with condos on the roof; an apartment tower breaking through the roof of an existing car dealership showroom and service garage; a combined retail mall, office tower, and university campus. Planners are now also giving serious thought as to how to break down the traditional barriers between industrial and residential development.

Because of its focus on the North End, this memorandum does not address Downtown Oregon City and the northern stretch of Main Street. These areas are benefitting from enhanced planning efforts. Downtown Oregon City has been designated as a performing Main Street. The Lakota Group, a consulting group whose services are part of the benefits a designated Main Street receives, has visited Oregon City and has submitted its report and recommendations. During its spring annual retreat, the URC directed its consultant, David Leland & Associates, to undertake the next level of planning and analysis for Downtown and the northern stretch of Main Street. The firm has provided its first initial reports to the URC.

This document is subtitled "Version 1" because it is intended to launch a discussion. It is the result of numerous inquiries and conversations, and represents an assemblage of the latter to date. Revisions of the memorandum will result from continuing conversation, and will take into account new ideas, criticisms, and additional information discovery.

I. Introduction: Background of the North End

[1] "Making the Greatest Place: Strategies for a sustainable and prosperous region. A report from Metro's Chief Operating Officer." September 15, 2009.

The North End is a flat area of Oregon City running roughly from Abernethy Creek north to the Clackamas River, and from the Willamette River to the slopes of the McLoughlin and Park Place neighborhoods. Early maps designate the area as the "Clackamas Bottomlands," a large, biologically complex, high-functioning wetland at the confluence of the Willamette and Clackamas Rivers. This wetland and riverine complex supported several Native American villages. In addition, the flat, intensely vegetated wetland area became known as the "Abernethy Green," where Pioneers ended their trek along the Oregon Trail.

Over the late Nineteenth and Twentieth Centuries the area underwent significant development, with uses characteristic of their times. Several significant roads have been constructed: I-205, 99E, 213, and surface streets such as Main Street, Washington, Abernethy, and the abandoned roadway of SE 82nd. The Union Pacific railroad traverses the area. The area also includes three waste disposal sites: the "old" Rossman landfill west of I-205, along Agnes Avenue; the "new" Rossman landfill upon which the Home Depot stands; and the long strip of land between I-205 and the Union Pacific railroad, which contains demolition debris and detritus from a sawmill operation formerly on the Clackamas Landscape Supply site. Other waste management operations are the Metro South transfer station and the Tri-Cities wastewater treatment plant. A gravel mining operation created the Clackamette Cove, adjacent to which were other various aggregate and concrete operations. Major retail operations include the Oregon City Shopping Mall and the Home Depot.

Rethinking the Regional Center would take into account the significant ecological, historical, and cultural base of the North End, and make decisions to enhance and restore this legacy. It would also take into account current uses and plans, but work to transform or refocus them.

II. Guiding Principles

The Regional Center provides the Oregon City Community with great opportunities for urban design creativity. The significant ecological background of the two rivers, Clackamette Cove, and the heritage of the Clackamas Bottomlands suggest that architecture and urban design should be ecologically based. The opportunity is to go beyond conventional LEED standards, to something truly transformative. Many in the community are taking leadership roles with such transformative thinking: for example, David Bonn with Juneberry Lane, which features such ecologically-based techniques as "cooling stacks;" Rose Holden, who promotes such concepts such as "living machines" for waste management and "district energy; or Gordon Westfall, who has organized the community to turn Atkinson Park into a pesticide-free park; to name a few. Metro's "Integrating Habitats" program has developed a number of ideas to integrate ecology and urban design.

The Regional Center also presents an opportunity to create urban design and architecture that is unique to Oregon City. There are architectural themes defining Oregon City

architecture already, such as the use of local materials like basalt rock in designs such as the McLoughlin Promenade. The community could consider establishing a quarry operation again. Another opportunity has been presented by the Oregon Department of Transportation (ODOT): the agency clears basalt rocks that flake from the cliffs above Highway 99E, and has indicated preliminarily that this resource could be made available to the City. To find and refine an Oregon City urban design and architecture, the City should make regular use of design competitions, charettes, and multi-party requests for proposals (RFPs) – or RFPs combined with requests for qualifications (RFQs) to make sure the partners are able to implement their proposals -- to generate the ideas that will bring this local architecture to life.

The Regional Center should have a community orientation, be human-scaled, and offer variety and diversity. Large-scale, "top-down" projects should be favored less than an accumulation of small projects offered by many parties. Or, as someone has put it to me, Jane Jacobs – not Robert Moses. Citizens groups such as the Citizens Involvement Council should be active participants in a very public planning process. To the extent that moving forward would involve use of urban renewal funds and an amendment to the urban renewal plan, these should be put to a public vote. Given my emphasis on the importance of public participation in outreach, I will refer not to the URC and the City Commission in reference to making decisions, but to the Community.

Finally, rethinking the Regional Center must recognize that the North End has numerous stakeholders outside the City. In addition to the many businesses in the area, stakeholders include many government agencies at all levels. Clackamas County owns the "Old Blue" Properties, and the Board of County Commissioners serves as the governing body of the Tri-Cities Service District. ODOT owns many of the key roads, including I-205, Highway 99E, and Highway 213. Resource agencies such as the Department of State Lands (DSL), the Oregon Department of Fish and Wildlife (ODFW), the U.S. Army Corps of Engineers ("Corps"), and NOAA Fisheries regulate much of what goes on in the North End, but are also potential sources of project funding.

III. Shifting the Rudder

The following discussion applies the foregoing principles to the North End. As mentioned, the discussion takes into account the effort that has gone into planning for the North End, but suggests that Oregon City "shift the rudder" on existing planning.

A. Refocus Retail

Oregon City should refocus its planning efforts for retail development from the proposed The Rivers Mall to the existing Oregon City Shopping Center.

1. The Rivers

Of all the current projects planned as part of the current Regional Center Strategy, The Rivers is the project most deserving of re-evaluation. The recession has had a profound effect on the retail industry; for example the owner of the Clackamas Town Center declared bankruptcy. In January, the City Commission at its annual retreat heard from the noted economist Joe Cortwright, who suggested that in the wake of the recession, "lifestyle centers" will likely become a thing of the past. The Community needs to engage in a frank assessment as to whether basing the Regional Center strategy primarily on The Rivers, as that strategy does currently, is no longer tenable.

Other factors support a reconsideration of the Rivers, particularly its potential to detract from retail in the existing historic downtown, and in the Oregon City Shopping Center. Main Street Oregon City has recently quantified, the potential retail demand for downtown. If such has not been done yet, it might be wise to attempt to quantify whether The Rivers would draw this demand off from Main Street.

Further, The Rivers would be constructed atop the "new" Rossman landfill, and would perpetuate the environmental damage that has been caused by this landfill. The "new" Rossman landfill destroyed the most significant remnant of the Clackamas Bottomlands / Abernethy Green. It was established around 1969-1970, before the enactment of the most stringent environmental laws. According to the Oregon Department of Environmental Quality (DEQ), the owners of the landfill first excavated into the wetland, down to what is known as the "summer aquifer:" aquifer at low level during the dry summer season. Furthermore, no protective lining was placed at the landfill sight, and the trash was dumped right into the summer aquifer. During the rainy winter season, the aquifer level would rise and saturate the trash, leading to leaching into the surrounding groundwater. In addition the rain on top of the landfill itself would saturate down through the trash into the groundwater. It has been argued that construction of a mall and associated parking would effectively "cap" the landfill, preventing rainfall saturation of the dump and mitigate pollution into the groundwater. This may well be true; however, it would likely not affect the seasonal rise and fall of the aquifer into the landfill itself, the saturation of the landfill that occurs from below with this rise, and the resulting pollution of the groundwater.

The "new" Rossman landfill also leaks methane, and apparently this and other factors has led to a diminishing of the ambitions for The Rivers. For example, proposals for residential and/or hotel uses in the project have been scaled back or withdrawn altogether.

Finally, preliminary designs for The Rivers do not demonstrate an authentic Oregon City architecture. Perhaps symbolic of the potential threat it poses to our historic Downtown, sketches of the "lifestyle center" show an ersatz reproduction of a town center. The Community should give pause to consider whether it wants to take the site of the historic Abernethy Green, and Disneyfy our city's history with a few statutes in a California-style "lifestyle center" / strip mall populated not with local businesses but with cookie-cutter national chain retail stores.

The Community's contribution to The Rivers was originally to be dedicated, in part, to building the "Jughandle" improvements to Washington Street and Highway 213. This contribution is no longer necessary, because the federal stimulus money has been awarded for the Jughandle project. This frees up the Community contribution for other purposes, for example, Downtown, the North Main Corridor, or the Oregon City Shopping Center.

2. The Oregon City Shopping Center.

Certainly retail should be one of the regional services provided by a Regional Center, pursuant to the Metro 2040 strategy. Downtown Oregon City should be the first priority for retail development; then, if we determine there are retail opportunities that cannot be accommodated downtown, only then should we consider other specific sites within the Regional Center.

The Oregon City Shopping Center might be such a candidate. The consultant's report, "Oregon City Futures – Progress Report & Recommendations" ("Progress Report") (Leland Consulting / Stastny Brun Architects, Inc., 2006) specifically identifies redevelopment of the Oregon City Shopping Center as one of the objectives. (p. 17.) Even the developer of The Rivers, Mr. Bruning of Cal Center Properties, has been quoted as supporting the redevelopment of small and out of date strip malls.[2]

In consideration of the time, effort, and investment he and his firm have expended as a partner with Oregon City, if the Community decides to shift focus from The Rivers to redevelopment of the Oregon City Shopping Center it might give consideration to him as a partner regarding the Oregon City Shopping Center. One very positive aspect of the proposed structure of the proposed development agreement between the Oregon City URC and Cal Center Properties has been that Cal Center would front all of the investment to develop The Rivers, create added tax increment value, and then the URC would "back-fill" its contribution to the project with funds generated by this additional taxable increment. Perhaps this same model could be used to undertake a significant redevelopment of the Oregon City Shopping Center. Center Cal should certainly consider whether the business model of the "lifestyle center" will survive the economic transformations accompanying the current economic recession and its aftermath, and whether it will benefit from a transition to a business model involving mixed-use development.

The Oregon City Shopping Center has some significant advantages as a site, particularly compared to the "new" Rossman landfill. At the intersection of 99E and I-205, it has not only auto access but also bus access to serve the targeted Regional Center population. As far as is known, it does not have the environmental problems that the "new" Rossman landfill has, and therefore its mixed-use redevelopment could include uses such as residences and hotels that have been removed from the program of The Rivers. Its

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[2] "Tired strip malls present opportunities to reshape the landscape," The Oregonian, November 7, 2008. http://www.oregonlive.com/news/index.ssf/2008/11/tired_strip_malls_present_oppo.html

location near the Clackamette Cove and to the Willamette and Clackamas Rivers would allow both easy access to recreation and the opportunity for views if high-rise residential – the latter perhaps now more economically realistic, given Metro's emerging emphasis on accommodating density within the current UGB – were part of the mix of uses.

The redevelopment of the Oregon City Shopping Center would provide a tremendous opportunity to transform an unsightly, even blighting commercial strip at the gateway to our city into an architectural and urban design beacon. Currently the first impression of countless visitors to Oregon City coming off I-205, or traveling southbound on 99E, is the vast, blank parking lot of the Oregon City Shopping Center. The L-shaped structure of the strip mall itself has several vacancies. It can't honestly be said to constitute architecture: it consists of a series of box segments with some form of synthetic, stucco-like exterior.

There are certainly multiple scenarios for the redevelopment of the Oregon City Shopping Center. The Oregon City Futures 2006 Progress Report presents one scenario that reflects some good urban design principles. The sketch shows the open L-shape filled out to form four building walls. The two new building walls front the major public thoroughfares, i.e., McLoughlin Blvd. / 99E and the I-205 southbound off-ramp. Parking becomes hidden within the center, diminishing the "wasteland" effect. The sketch demonstrates connectivity between the shopping center and 99E and the residential development within The Cove project.

Taking this particular scenario further, a redeveloped Oregon City Shopping Center, in contrast to the present reality, could great the public with an urban design and ecological-architecture monument. The two new building walls would create a "spatial enclosure" advocated by urban designers going back to Camillo Sitte and Eliel Saarinen.[3] The parking could be placed in an underground garage, so that the space within the four building walls could be come a lively pedestrian social space/plaza rather than dead space. The four corners of the center could be a series of towers variable in both design and in use: a residential tower, an office tower, a clock tower, or something else. The redesign would then welcome visitors to Oregon City with distinctive and authentic architecture.

The redevelopment should take advantage of recent thinking in "green" architecture. The existing L-shaped structure may be outdated, but perhaps should not be razed because it reflects the "embodied energy" that went into constructing it. The façade should be removed, however, and replaced with local building materials presented in an artistic manner. The redesign should incorporate green roofs and porous pavement. The redevelopment could be an opportunity to implement one of the more thought-provoking ideas from Metro's Integrating Habitats program: namely, the "Rethinking the Big Box" entry.[4] Should the Community decide that the Regional Center should involve big box

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[3] Sitte, Camillo, The Art of Building Cities: city building according to its artistic fundamentals, 1948. Saarinen, Eliel, The City, 1948.

[4] http://www.oregonmetro.gov/index.cfm/go/by.web/id=28839

retail to serve the surrounding region, this use is one that is in fact probably not appropriate for Downtown, or even for the North Main corridor.

The Oregon City Shopping Center was recently reported to be for sale. Developers have reported that there are significant problems with the economic structure of its potential sale, for example existing lease structures, etc. These reports are anecdotal, however. The actual documents need to be assembled and analyzed to determine how the reported obstacles might be surmounted. There should be a formal or informal group put in place to undertake this analysis.

Here is where the URC can make a difference, either through its municipal powers, or through tax increment financing. Again, because the URC no longer has to finance the Jughandle I-205/Highway 213 interchange project, the Community could decide to shift the focus of those funds to resolving whatever obstacles exist to redeveloping the Oregon City Shopping Center.

B. Transforming Waste: From Blight to Resource

For the past half-century, waste management practices have been a significant blighting influence on the North End. As mentioned, there are three major landfill sites that have been devastating to the ecology of the area, and have created an ugly landscape. Waste management, however, can now be said to be one of the historic uses of the North End. Is there a way to transform this historic use from a blighting element to one of economic productivity and landscape and ecological enhancement?

Emerging technologies may offer the potential for such a transformation, namely, advanced waste-to-energy facilities. As a disclaimer for the following discussion, there is controversy surrounding these facilities, and whether they have or can deliver on the claims and promises made about them. If the Community chooses to explore them, it should do so with open, skeptical eyes, and research the question thoroughly.

An example of one such technology is plasma-arc incineration. The plasma-arc mechanism superheats waste to the point where it becomes a synthetic gas, and the gas then gets burned to generate energy. The proponents of this technology assert that intense heat also has the effect of breaking down toxics to the point that they become inert. Opponents, on the other hand, dispute these claims, and point out to erratic performance of facilities that have already been set up.[5]

Developments in technologies associated with both waste-to-energy facilities and with more conventional power plants are reflective of concerns over local emissions and regarding global climate change.

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[5] See, e.g., "A Regulatory Overview of Plasma Technology Report of the Plasma Technology Subgroup Interstate Technology and Regulatory Cooperation Work Group," June, 1996, http://www.itrcweb.org/Documents/PT-1.pdf.

For example, a local Portland attorney has been quoted regarding a client who wants to construct somewhere a carbon capture and storage facility, which would capture emissions from oil refineries or natural gas production, pipe it, inject it into underground storage areas made up of stable geologic formations, and allow its reuse while simultaneously stopping greenhouse gas emissions. The article quoting the attorney points out that there are challenges associated with such projects: regulatory agencies haven't seen these types of projects before, so they are uncertain and cautious; also the public also can be extremely cautious about these kinds of developments – a reflection of the NIMBY mindset.[6]

To take another example, PGE is experimenting with reducing the carbon dioxide emissions from burning the coal at its Boardman, Oregon power plant by using the CO2 to grow algae. The algae, in turn, would be used to produce biodiesel fuel.[7]

Many waste-to-energy facilities, to the extent that they can operate cleanly, have been integrated right into the dense urban fabric, for example in Stockholm. Some have been designed as striking architectural statements, such as the facility in Rotterdam. The facility in Paris is right on the Seine River, and barges on the Seine float the waste to the facility. These facilities have even become components of the tourist economy. They can be constructed to any scale; small units can even be brought to a site on trailers.

Arguments in favor of establishing a waste-to-energy facility in Oregon City's North End center on economic development. Such a facility could become a source of family wage jobs. The site of Metro's South Transfer Station could become the site of a regional advanced waste-to-energy facility. It is located on the Union Pacific Railroad line, and at the I-205 / Highway 213 interchange. The Jughandle will further add transportation capacity. Thus, waste could be brought to the facility by either rail or truck. For the former, the waste-carrying rail cars should be enclosed; for the latter, it would be better to "hide" this traffic through an entry behind the facility, adjacent to the railroad, rather than off of Washington Street.

In addition to job creation, such a facility might generate income, property taxes and urban renewal tax increment. The Metro South Transfer Station, being publicly owned, generates neither. However, the site is already zoned industrial; if a waste-to-energy facility were developed through a private firm, it could return a public site that is not generating property taxes to a source of property taxes and tax increment. A waste-to-energy facility should be eligible to take advantage of the Clean Energy Renewable Bonds ("CREBs")[8] program created under the Energy Tax Incentives Act of 2005, as a source of financing. The Community might also examine if it could augment the potential revenue of a waste-to-energy facility by establishing a public power entity along the lines

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[6] "Changing Climate: Global Warming brings environmental law evolution, but even bigger changes are on the horizon," Oregon State Bar Bulletin, November 2008, p. 26.

[7] "PGE looks at coal plant CO2 to grow algae," The Oregonian, September 25, 2008, http://www.oregonlive.com/environment/index.ssf/2008/09/pge_looks_at_coal_plant_co2_to.html

[8] http://www.irs.gov/newsroom/article/0,,id=209564,00.html.

of those in Eugene, Salem, and Keizer. This administrative entity would be yet another source of localized employment.

The facility could be designed to be an architectural statement, and to integrate into the fabric of the North End. For example, it could be a prominent entry monument off the I-205 / Highway 213 interchange. It could add to the synergy of the tourism economy of Oregon City.

A waste-to-energy facility should be part of a comprehensive materials recovery program, which the North End can accommodate. The remainder of the Metro South Transfer Station site should increase its capacity to be a recycling center. The currently unutilized "Old Blue" buildings in the North End could house a facility modeled on the Rebuilding Center on N. Mississippi Ave. in Portland.

A waste-to-energy facility should not be pursued without a thorough discussion. Past sentiments of the Community have been clear in regards to earlier-generation incinerators. Section 56 of the Oregon City Charter flatly prohibits incinerators. In order to move forward, the Community would have to decide to amend or repeal this provision.

That discussion should focus on the new world technologies, realities and objectives as compared to what existed in the 1980s when the Community considered the prior incinerator proposal. Section 56 places the people of Oregon City squarely in the driver's seat. If waste-to-energy proponents can establish that a facility can generate sufficient economic benefit, achieve zero emissions or as close to zero-emissions as possible, and be constructed to be an architectural and urban design amenity, the Community might decide to repeal Section 56. If the Community is not convinced, and does not want to amend this provision, this decision should be respected and no waste-to-energy facility should be constructed.

A place to begin a serious discussion about contemporary waste-to-energy facilities might be a community forum on the issue, perhaps co-sponsored by Oregon City and Metro.

C. Reclaiming the Clackamas Bottomlands

A project in Florida might set an example for a further possible benefit from and/or utilization of waste-to-energy technologies. In St. Lucie, the county has commissioned a waste-to-energy facility that not only will convert newly generated waste to energy, but will also, according to current plans, burn the garbage in the existing county landfill in order to convert it into energy.[9] (However, the project has been scaled back to a "demonstration project."[10])

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[9] "Florida County Plans to Vaporize Landfill Trash," USA.com, September 9, 2006, http://www.usatoday.com/news/nation/2006-09-09-fla-county-trash_x.htm

[10] "GeoPlasma, Inc. May Scale Back on St. Lucie Trash Zapping Plan," TCPalm, October 1, 2008. http://www.tcpalm.com/news/2008/oct/01/geoplasma-proposes-cuts-on-vaporizing-trash/

It is appealing to think about removing the existing landfills in the North End by burning the waste in them, and then restoring the ecology damaged by those landfills. The "old" Rossman landfill owned by Tri-Cities Service District and in the Clackamette Cove area; the sawmill debris dump between I-205 and the Union Pacific Railroad; and the "new" Rossman landfill could become resources for energy generation and revenue, but their removal could make way for the restoration of much of the historic Clackamas Bottomlands.

Removal of the landfills does not necessarily depend upon establishing a waste-to-energy facility. At a fundamental level, it is a question of the Community agreeing on a long-term vision, committing to restoring the Clackamas Bottomlands, and then making countless future decisions based on this commitment. Oregon City will never restore the Clackamas Bottomlands to its original, pristine state. However, it is possible to restore several of the important ecological functions of this former wetlands complex, for example, habitat, water quality improvement, flood control, etc., and have them integrated into the fabric of the North End as a whole.

There is at least one current example of how ongoing development decision-making can be made in accordance with a long-range vision of ecological restoration that includes landfill removal. This example is in fact from current planning within the North End, and entails landfill/debris removal as budgeted, funded component of a larger project. Specifically, the Judghandle project – improvements to the interchange of I-205 and Oregon Highway 213, and funded with ARRA "stimulus" money – will require some new fill for constructed roadbeds. Because the project is within the floodplain, there must be a corresponding volume of fill removed from elsewhere in the floodplain.

Oregon City staff has proposed a number of possible locations for such removal. One of the sites is precisely the sawmill debris dumping ground between I-205 and the Union Pacific Railroad. While perhaps not doing so consciously, this staff scenario contributes to the long-term planning and design vision of the Oregon City Futures economic development strategy. The urban design sketch on p. 17 of the Oregon City Futures Progress Report shows a small lake created from excavating the sawmill debris dump.

There are no doubt other potential sources of funding for landfill removal as a component of ecological restoration. As a result of pressure from environmental groups, the Oregon Department of Transportation is devoting $10 million to treat storm water runoff from highways.[11] The Oregon Legislature its 2009 session passed HB 2001, a transportation-funding package with significant amounts of discretionary spending; perhaps this also could be a source of funds for highway runoff treatment. In the North End, I-205 storm water runoff could be treated in reconstructed wetlands on either side of the freeway, in

[11] "ODOT agrees to improve treatment of polluted rain runoff from Oregon highways," The Oregonian, September 24, 2009.
http://www.oregonlive.com/environment/index.ssf/2009/09/odot_agrees_to_improve_treatme.html

the voids created by removal of landfills on each side: the sawmill debris dump on the one side, and the "old" Rossman landfill on the other side.[12]

Similarly, removal of the "old" Rossman landfill could add a yet another dimension to the redevelopment of the Clackamette Cove area. Working with Tri-Cities, the City might work to remove the landfill and create flood storage capacity. Furthermore, based on the example of the Oregon Garden in Silverton, it might be possible to take the effluent from the Tri-Cities plant, "polish" it in a water garden in the void left by the removed landfill, and then release it over a "cascade" water feature – or several – into the Clackamette Cove.[13]

Most ambitiously, removing the garbage within the "new" Rossman landfill would remove the source of ongoing contamination of the aquifer beneath. Removal of the landfill could, further, open the way to restoration of Abernethy Green, the historic End of the Oregon Trail.

D. Reviving the Soul of Oregon City: Restoring the Abernethy Green

Irrespective of whether it is feasible or possible to remove the "new" Rossman landfill, there are alternatives the Community can consider to current planning that places perhaps excessive reliance on intensive retail development and the hope of spin-off development from the latter. This section presents two such scenarios.

1. Full-Scale Heritage Tourism at the End of the Oregon Trail

Oregon City recently retained AKT LLP consultants to analyze the management of key Oregon City heritage sites. The study suggests that in order for Oregon City to develop a sustainable local tourism economy based on its heritage and culture, it would have to develop as a destination that would attract 350,00 to 400,000 visitors annually. The report notes that this is the level of tourism traffic anticipated by the 1990 End of the Oregon Trail Master Plan.[14]

The Community should give serious consideration to implementing this Master Plan.[15] The Community has recently been experiencing a revival of interest in this document. The reader who invests the time to review the Master Plan carefully comes away

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[12] Indeed, the Community could expand this discussion and consider the entire flat area of the Clackamas Bottomlands as an area for such storm water management, as much of the City – including the Park Place neighborhood and much of the McLoughlin neighborhood – drains into the Bottomlands like down the side of a bowl.

[13] An alternative use for treated effluent from the Tri-Cities plant might be as a water source for steam in a turbine in a waste-to-energy facility located nearby. This might solve an impending problem for Tri-Cities to meet thermal loading limits in its next round of NPDES permitting. This idea multiple-loop use of a resource raises the compelling question as to whether the steam, and the by-product heat from the steam generation process, could further be captured in further loops, perhaps ultimately in a "closed loop" system.

[14] "City of Oregon City: Clackamas Heritage Partners Review," July 27, 2009, AKT LLP, pp. 29-30.

[15] Master Plan for the End of the Oregon National Historic Trail, Oregon City, 1990.

thoroughly inspired; and perhaps thoroughly mystified as to how the decision-making process strayed from a faithful and dedicated implementation of the Plan.

The Master Plan, as originally conceived, would create a multi-faceted historical and cultural experience around Oregon City's status as the end of the Oregon Trail. The Master Plan calls for the creation of an End of the Oregon Trail Interpretive Center and Outdoor Living History Museum, sited on the historic Abernethy Green. Because of thematic and operational similarities – in particular the use of outdoor living history – the concept described in the Master Plan has often been described in the Community as the "Williamsburg of the West," after Colonial Williamsburg in Virginia.

The Master Plan calls for the following components:

- **Interpretive Center.** "A visitor facility, center, or museum, which employs an array of educational 'delivery' devices or media to interpret the history of early Oregon and the Oregon Trail era."
- **Outdoor Living History.** "An outdoor and indoor interpretive experience in which interpreters or role players dressed in period clothing and performing typical daily activities, simulating this period of Oregon History."
- **Emigrant Park.** "A community open space that commemorates the epic journey of overland emigrants and their arrival over the Barlow Road, final segment of the Trail."
- **Programming and Special Events.** "A range of educational programs, workshops, seminars, and hands-on activities about Oregon frontier life along the Oregon Trail and in Oregon and the Pacific Northwest."
- **Administrative/Education Facility.** "The eventual popularity and success of the End of the Oregon Trail Center and its educational programs will allow school groups, teachers, and adults to participate in heritage-related, hands-on activities as part of the educational mission of the Center."
- **Performance Amphitheatre.** "A highly functional outdoor arena or amphitheatre which is reserved for a range of historical outdoor dramas, pageants, concerts, performances, lectures, and other programs."
- **Festive Marketplace.** "A commercial area perhaps themed as 'Old Oregon City' or 'Oregon Territories,' which offers several medium-priced restaurants as anchors, specialty retail (e.g., craft items) and some minor live entertainment opportunities.
- **Historic Homes Reserve.** "An area for showcasing of residential architecture from Oregon City's past. Structures would include relocated, restored, and furnished homes for historic interpretation, bed & breakfast inns, and professional offices."
- **Group Cookout Area.** "An area or areas for group rentals or bookings set aside for catering parties; reserved for activities such as company picnics. The cookout areas would be unique settings and seem remote or secluded. They could be accessible by covered wagons."

- **Trail Encampment.** "An educational program set in a rugged remote area. Visitors would experience aspects of frontier life on the trail or at one of the remote historic homesteads in the area."
- **Visitor Services.** "This category encompasses the multitude of services such as commercial lodging, gasoline stations, and other support services that would be required to accommodate guests coming to the Center."
- **Public Open Spaces and Greenways.** "This provision encourages preservation and development of public open areas and greenways along the water edges and surrounding bluffs, to ensure continuity of public passage and enjoyment. Specific provision is made for restored wetlands and bottomlands that are integrated within the overall setting, most directly with the outdoor living history elements."

Of these elements, only the Interpretive Center was built; although in 1996 there was an update to the 1990 Master Plan that entailed the actual physical design of many of the above components. The current Interpretive Center was designed to be temporary, as an interim facility pending full implementation of the Master Plan.

The reasons why the Master Plan was never realized are many and complicated, and beyond the scope of this memorandum. No doubt, however, the experience of trial and error holds lessons on how to correct past mistakes and move forward. For example, there might certainly be ideas for funding the implementation of the Master Plan that might not have been considered in the past. One promising financing mechanism might be a countywide heritage tax authorized by ORS 198.973 to 198.989. There are no doubt others.

The 1990 Master Plan itself calls for future readers and policy makers to reassess the plan periodically to ensure aspects are up-to-date, whether new ideas can be integrated, or whether certain ideas prove not to be feasible. Moving forward, there might be some aspects of the Master Plan that are outdated and no longer appealing; the idea of moving the Francis Ermatinger House down into a Historic Homes Reserve, for example, will quite likely not fly at this time. Other ideas might, in turn, be added to the program. Recent research on the extraordinary geology of Oregon City – its volcanism, the formation of the three-shelf basalt base of the City[16] – might provide a basis for another exhibit component.

The graphic representations of the 1990 Master Plan show its primary components clustered in the same area as the current closed Interpretive Center, but with a larger perimeter, on the former Kelly Field site off the corner of Washington and Abernethy Streets. The Master Plan did not set forth much, if any, of a program for the landfill itself. If it proved feasible to remove the "new" Rossman landfill, for example by converting it to energy, the Master Plan might be able to benefit from that much more authenticity through its development in a restored Abernethy Green, or through more space to accommodate and expanded menu of components and/or exhibits.

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16 "The (surprising) lay of the land in Oregon City," The Oregonian, October 29, 2009, http://www.oregonlive.com/clackamascounty/index.ssf/2009/10/the_surprising_lay_of_the_land.html

2. The Abernethy Green Ring

Alternatively, if it proved feasible to remove the landfill, this vast remaining portion of the Abernethy Green – separate from but adjacent to the End of the Trail complex – could become available both for further ecological restoration and for further creative urban design and economic development activities.

In this scenario, the name "Abernethy Green" would evoke, additionally, a traditional New England town green. It would serve as the center of Community life, and would have a ring of fine architecture and design surrounding it to create an "outdoor room" of social space.

The geographic center of the green could have as a focal point an appropriate monument, be it a fountain, a tower, or other form. The green might host community events, such as a Pow Wow of the Confederated Tribes of Grande Ronde; athletic fields; a dog run; urban agriculture / community gardens; larger-scale rock/pop concerts; political rallies, etc. The writer invites suggestions and visions for other uses.

The green would also be restored, through extensive landscaping, with bottomland ecology: meandering water channels with constant flow fed by Abernethy Creek, reconstructed wetlands like the one adjacent to the Metro Transfer Station.

The outer edge of the green, in this scenario, would be ringed with new development. The paradigm of mixed-used development being tested and explored in Vancouver, B.C. might inform this ring of new development. Office, commercial, light industrial, residential, civic.

The key would be to plan the urban design form itself: a circle or ring around the green that would have cultural symbolism appropriate to the great historic significance of the site. The circle would represent either a wagon circle of the pioneer culture. Or a circular turtle shell representative of the concept of Turtle Island in Native American culture. The urban design form created by this ring would nestle into the semi-circle base of basalt shelves rising from the Clackamas Bottomlands towards the McLoughlin neighborhood to the southwest and the Park Place neighborhood to the southeast and east.

Each segment of the circle would be a separate structure with a differing use. An aerial photo of the current site shows the dimension of the current Home Depot Store, which is adequately sized for some type of light industrial use. A thumbnail survey an aerial photo will confirm that, if the building pad of the current Home Depot is employed for the rough size of each segment's building pad, a ring of such building pads could indeed fit in a circle around a cleared landfill site, leaving a large enough space within the circle of structures for a New England- type town green.

The programming for each structure in the circle should be done carefully. On the one hand, each use should reflect market conditions. The benefit of a development based on multiple uses is that it can capture a portion of multiple markets. On the other hand, only

uses that are appropriate to the site and economic, cultural, and ecological themes should be allowed. Examples of uses that come to mind: light industrial owned by Native Americans; green building and architectural manufacturing and supply; any type of office use; a rustic inn/lodge; a food processing center to add value to agricultural products locally raised in the rural areas south of Oregon City. The writer invites suggestions and visions for other uses.

There is a concern in Oregon City that the Community lacks industrial and employment land, and that the City's residents for the most part must commute outside of town for jobs. A number of years ago, the City in fact rezoned the "new" Rossman landfill site away from "industrial" zoning to "mixed use downtown" zoning, further reducing the amount of potential industrial lands.

The creation of the new circle of urbanism around the Abernethy Green might take as a point of departure a new zoning designation for intensive mixed use, which would permit appropriate light industrial use as a matter of right. This might require the creation of a completely new zoning classification that does not yet exist in the Oregon City zoning code.

One issue confronting this idea is that a cleared landfill site and a restored Abernethy Green would be located within a floodplain. Thus, only uses permissible in a floodplain would be permitted. On the other hand, site engineering could expand the number of permitted uses. Current plans for "The Cove" provide the precedent for what is possible. The condominiums within "The Cove" will be constructed upon building pads of earthen fill that will rise to the base flood level so that the condominiums themselves will be constructed above the base flood level. Similarly, new structures within the circle of urbanism could be built on earthen building pads rising to the base flood level. In fact, removal of the landfill will provide for "banked" future fill volume for later compliance with the City's cut-fill balancing ordinance.

Finally, urban design of the circle of urbanism, and the architectural design of each structure within the ring, must create a civic amenity through its beauty and refinement. The architecture should strive to find an authentic Oregon City style. The Abernethy Green Ring would have to have design consistency with the End of the Oregon Trail Center. The 1990 Master Plan states:

> "A major planning and design criterion has been to create 'a sense of historic place,' a historic enclave buffered from surrounding contemporary uses. Arriving tourists and residents should become aware of a very unique environment; significantly different from the one they have just left. This would be accomplished through visitor immersion into a significant 'rural' landscape development, strategic siting of buildings, appropriately themed structures, and streetscape alterations and other site improvements."[17]

[17] Master Plan for the End of the Oregon National Historic Trail, p. 52.

The architecture of the Abernethy Green Ring, would respect that "sense of historic place" created by the neighboring EOTC. New buildings composing the Ring would use in their facades authentic Oregon City material such as basalt blocks, Douglas Fir planks, etc. These materials woven together into good design would help create an authentic sense of place.[18]

It is not even unreasonable to foresee architecture that houses light industrial use designed as landmarks, rather than as blank utilitarian structures. Depending on the use programmed, there is no reason why light industrial buildings contributing to the Green Ring could not evoke late-nineteenth and early-twentieth century mill buildings – such as the former Oregon City Woolen Mills Building – that fit seamlessly into, and contributed to, the urban fabric of the city and its neighborhoods.

E. Greening "The Cove."

[As a disclaimer to this section, it must be pointed out that the City of Oregon City though the URC has now signed development agreements with a private developer, and has adopted development plans that do not conform with the discussion below. At this point, many of the ideas expressed below could now only be done with the consent of both of those parties to the development agreement. To that extent, the following can be seen as a somewhat rueful expression of regret at what might have been.]

In the early 1990s, Oregon City developed a Waterfront Master Plan that called for the creation of a forested park within the floodplain around Clackamette Cove. It was referred to as a "floodplain forest." This may have been the most ideal way to redevelop Clackamette Cove.

The City has since taken a different path. A small group of its leaders decided in 2004 to develop Clackamette Cove intensively. The alleged benefits of such intensive development include greater property tax revenues and associated urban renewal tax increment financing capacity, and additional residential density in the downtown area.

The City's urban renewal agency is well into the decision-making process regarding a development called "The Cove." Some of these decisions have been counter to sound ecological principles. In particular, the removal of tall trees on the eastern shoreline of Clackamette Cove will deprive salmonid species of rearing habitat because of the loss of shade and the consequent increase in water temperature.

Development of the Clackamette Cove should instead be preserving and adding shade over the surface of the water within Clackamette Cove. The justification for removing the wall of cottonwood and willow trees on the east side of the Clackamette Cove is, in part, that the earth below them must be graded up to the building pads of the proposed condominiums, so that the condos can be placed above the base flood level while meeting the Citys' cut-fill balance requirements.

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[18] A very good example of a contemporary building that creates a distinct "feel" through green building is the headquarters of Clean Water Services, south of Forest Grove in Washington County.

But the latter could be accomplished in an alternative manner. The City could calculate whether volume to replace the fill for the condos could be replaced by new volume created by removing the immediately adjacent "old" Rossman landfill and the sawmill dump on the other side of I-205, as described above (pp. 11-12).

The eastern wall of Clackamette Cove could then be re-enforced with a retaining wall, either steel or, for example, basalt blocks. The cottonwood and willow tree wall at the top of the slope would remain to provide temperature-moderating shade for the fish species in the Clackamette Cove. Further, the retaining wall itself could have holes or wells that would have trees grow out of them to provide additional shade over the water of the Clackamette Cove.

Creating small islands within the Cove, and then planting these islands with species like cottonwood and willows could provide additional shading within the Clackamette Cove. These islands could be constructed from materials now considered waste and debris. Steel pylons lining the eastern shore could be weld-cut into smaller segments. These segments could be driven into the floor of the Cove as the four structural corners of a "box" forming the base of each small island. Large rocks would go into the box, and on top of the large rocks, dredge spoils. The willows and cottonwoods would grow on these islands and their branches overhang the base of the box to shade the water. Dead branches could be placed in the water around the base of each island to provide refuge to the fish. The Oregon City Commission is considering a task force on habitat enhancement to consider ideas such as this.

The planned infrastructure and architecture of "The Cove" development could go a long way further with "green" design than it does currently. Street construction could employ porous pavement or other techniques of "low impact development." A water feature within the proposed apartment complex could be designed with storm water purification and treatment in mind, according to techniques and principles advanced by the designer of Portland's Tanner Springs Park, Herbert Dreiseitl.[19]

The condominiums and office building planned for the future on the east side of the Cove could anticipate the recycling use of by-product energy from either the Tri-Cities plant or a future waste-to-energy facility. For example, some steam from a turbine generator could be used throughout the condominiums as radiator heat.

The architecture of the apartments, condominiums and other buildings within "The Cove" project could be designed to find an "authentic" Oregon City vernacular, making use of native materials like basalt rock and local hardwoods. They could be designed with green roofs.

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[19] http://www.dreiseitl.de

Finally, "The Cove," should be designed with urban design linkages in mind. Particularly, the apartment complex behind the Oregon City Shopping Center should be designed with future connectivity to a redeveloped Oregon City Shopping Center in mind, as per the sketch on p. 17 of the Oregon City Futures Progress Report.

IV. Moving Forward

If the Community chooses to move forward to explore the ideas in this memorandum, it should consider the following recommendations:

- Hire and economic development coordinator. This is now before the City Commission. The individual should be versed in development, but in particular should be able to identify rising sectors of the "green economy." The individual should also, by skill set and by philosophy and disposition, be capable of developing policy based on public participation.
- Conduct an "Ongoing Review" process for the 2004/2006 Oregon City Futures Strategy. This Strategy itself calls for such a periodic review, as noted above, in order to respond to changing conditions. This process should include an update to the End of the Oregon Trail Master Plan. Full public participation must be part of this process.
- Amend the Oregon City Downtown / North End urban renewal plan, the Oregon City Comprehensive Plan, and the Oregon City municipal ordinance zoning provisions for the North End. As stated, Oregon City could consider a new type of intensive mixed-use zoning to accommodate the concepts described above. It could also consider "form-based" and urban design review to facilitate the urban design ideas described above, in particular the Abernethy Green Ring.