



SCAPPOOSE PLANNING COMMISSION
Council Chambers at City Hall
33568 East Columbia Avenue

THURSDAY, OCTOBER 28, 2010 at 7:00 p.m.

CALL TO ORDER

Chair Negelspach called the Scappoose Planning Commission meeting to order at 7:01 p.m.

ROLL CALL

The regular meeting of the Scappoose Planning Commission was held October 28, 2010 at 7:00 p.m. in the Council Chambers located at City Hall at 33568 East Columbia Avenue in Scappoose, Oregon with the following present:

Planning Commission:

Chris Negelspach	Chair
Paul Shuman	Vice Chair
Bill Blank	Commissioner
Anne Frenz	Commissioner
Don Dackins	Commissioner
Ron Cairns	Commissioner
Mike McGarry	Commissioner

Staff:

Brian Varricchione	City Planner
Susan Reeves	City Recorder

Press:

Josey Bartlett	The Chronicle
Stover Harger	The Spotlight

Legal Counsel: Jeff Bennett

APPROVAL OF MINUTES ~ October 14, 2010

Commissioner Cairns moved and Commissioner Frenz seconded the motion to approve the Planning Commission meeting minutes from October 14, 2010 as corrected. Motion passed (7-0). Chair Negelspach, aye; Vice Chair Shuman, aye; Commissioner Blank, aye; Commissioner Frenz, aye; Commissioner Dackins, aye; Commissioner Cairns, aye and Commissioner McGarry, aye.

CITIZEN INPUT

Mike Sheehan, 33126 Callahan Road Scappoose, he stated he is confused. His understanding is that the consultants are paid for by Mr. Weston but you had just said “our consultants” as if the consultants work for the City, which is it?

Chair Negelspach replied it was just miscommunication, he didn't mean to say that, he was just introducing the rest of the folks that somebody may not know who they are.

Mike Sheehan stated so the consultants work for the developer not the City.

Chair Negelspach replied his understanding is, he doesn't know that for a fact, all he knows is they don't work for the City.

Mike Sheehan stated they might work for some unknown third party as far as we know.

Chair Negelspach replied as far as we know, as far as I know, he just knows they are not paid for by the City.

Mike Sheehan replied it might be nice to get a sense of who they work for so we can see how that works in with how much creditability they have.

Commissioner Cairns stated that was discussed at a previous meeting.

Commissioner Frenz stated yes it was.

Commissioner Blank stated it has been discussed.

Mike Sheehan stated thank you.

OLD BUSINESS

Continuation from October 14 hearing on DOCKET # CPA1-10/CPTA1-10/DCTA3-10

Chair Negelspach stated item number 5 on the docket is Old Business, continuation from October 14 hearing on Docket # CPA1-10/CPTA1-10/DCTA3-10.

Public Hearing on the following proposed actions:

- Amend the Comprehensive Plan to incorporate 2010 Scappoose Economic Opportunities Analysis (EOA) and 2010-2030 Columbia County population forecast;
- Remove outdated information from the Comprehensive Plan and add key findings and policies from the Economic Opportunities Analysis;
- Add new airport employment Plan designation and overlay zones to implement the Economic Opportunities Analysis;
- Amend Scappoose Urban Growth Boundary to meet industrial and commercial needs identified in the Economic Opportunities Analysis and to include a regional park area.

Format: Legislative Land Use

Chair Negelspach explained the format for tonight's hearing will be a Legislative Land Use. He read the opening statement: I am calling this public hearing to order to consider an application for a Legislative Land Use Decision. Testimony and evidence must address the criteria that apply to the decision as described in the staff report or to the criteria the person testifying believes to apply to the decision. Persons may speak only after being recognized by the chair and must come forward to the microphone and state their name and address for the record. Only testimony that is

relevant to the application will be considered. Immaterial or repetitious testimony will not be allowed and time limits will be imposed if testimony is irrelevant or repetitious. There shall be no audience demonstration or other conduct which would disrupt the hearing. The order of the hearing is the staff report, then the applicant's presentation if the applicant is other than the City, then proponents, then opponents, then neutral participants, then rebuttal by the applicant if the applicant is other than the City, then a staff response, then any questions the Planning Commission may have for staff. Thereafter, the hearing is closed for consideration of the matter by the Commission. This application has already been discussed at prior meetings and the planning commission has closed the hearing. No further testimony will be accepted from the public until the City Council holds a hearing on this application. The Planning Commission will make a recommendation to the City Council on this application.

Chair Negelspach explained they will begin the hearing by resuming their discussion of the Comprehensive Plan and working through each of the four items that he just mentioned. At the close of our last hearing we had several questions raised by the Planning Commission which have been answered by the consultant team and staff. He would like to review those questions, then the response that was received by the Planning Commission to make sure that everyone on the Planning Commission is clear as to those answers or responses and to the changes that have been put forth in these documents and then we will follow that format for each of the items we will be considering tonight. So with that he would like to start with the Comprehensive Plan and the changes that we received as a result of our discussion.

Chair Negelspach asked if you could refer to your documents in your packet. On page 2, this is a document from Winterbrook Planning. I am skipping the first here, page 2.

Commissioner Cairns asked which one are you in.

Chair Negelspach replied well it's actually the one that came in the packet last week.

Commissioner Cairns replied okay, the one with the graph or something.

Chair Negelspach replied yes and then accompanying the comprehensive plan language. There's a note regarding older language, older segment on urbanization that has been updated in the Comprehensive Plan and he believes that words related to some inconsistency in the prior Comprehensive Plan updates and what we are considering today.

Commissioner Cairns stated that they were combining residential and industrial.

Chair Negelspach replied right. So did you all get a chance to look at that?

Commissioner Cairns replied yes I did.

Chair Negelspach asked if anyone had any questions or comments on that. He thinks in the first section that the change on page 12 of 17 of the draft, at the bottom, second to the last paragraph describes some history and then it goes on to talk about what we are doing on page 14 of 17, it talks about what we are doing today with these changes. He thinks it helps clarify the comments and questions that we had last time.

Commissioner Cairns replied I agree.

Chair Negelspach stated the other item under Comprehensive Plan was clarifying the relationship of the Airport Employment Plan Designation with the Airport Master Plan and I believe there was a statement added to make sure there is consistency. I believe that language is updated in the information that we got more recently on the 28th it is dated the 28th.

Commissioner Cairns replied no, I believe we just received this as we walked into the meeting. Could we by any chance have staff elaborate a little bit more on this since I haven't had a chance to read this.

Chair Negelspach replied absolutely. Brian would you like to speak to the second item that we are reviewing right now which is the additional document that came today, the email document.

City Planner Brian Varricchione replied yes I would be happy to comment on that. At the last meeting on the 14th there were some comments and some questions about the proposed chapter for the Airport Employment Overlay Zones. There were also some comments submitted by the public at prior hearings about that same chapter. Most of the comments focused on what specifically are the allowed uses and where would they apply and then there were also questions raised about the relationship between the proposed requirement for master planning of sites in this overlay zone and its relationship to the Scappoose Industrial Airport Master Plan. Staff and Winterbrook Planning went back through the draft of the Airport Employment Overlay Zones and we are recommending some clarifying changes in response to those comments from the public and comments from the Planning Commission. In general terms the major change that was made was within the part about conceptual master planning for large sites, the list of requirements for the master planning has been expanded to explain why is it required, what is the master plan supposed to demonstrate, how will the Planning Commission evaluate whether the master plan submitted is a good one or bad one and at what point in the process would the master plan be required. The other major change was in regards to the allowable uses within the three different overlay zones. Now the original proposal took tables from the EOA and then the tables were for large, medium and small industrial size sites, institutional and commercial uses and frankly they are a little bit hard to read and understand because the types of uses that were spelled out in there, no offense to the economists in the room, but they were broad categories used for statistical purposes by the US Government for tracking employment in various categories but they made it challenging to understand who exactly would be allowed to develop in a particular area. The new proposal in front of you takes those five separate tables and it consolidates it into one table which is somewhat lengthy but it is much clearer, the phrasing is a little bit more understandable and then there is a column for each different overlay zone and basically it spells out whether the use would be permitted in there or prohibited or conditional use. We believe that this responds to the questions that were raised previously. If there are specific questions we would be happy to answer those and if you want to propose any further amendments of course we are open to hearing what those would be so that we can update it per your direction.

Chair Negelspach stated Brian I have a quick question just on process. How are the overlay zones applied at the time of annexation?

City Planner Brian Varricchione replied that is a good point as proposed this chapter would be added to the Development Code but it would not actually be applied to any property currently. In the future in order for the overlay zones to be applied they would have to go through the zoning map, the zone change process either through legislative or quasi judicial format depending on the

circumstance and at that time they would also need to, the applicant would need to submit full analysis of the transportation impacts for the list of uses that are allowed there. Essentially it is meant to be something that's applied early on in the process if we were to talk about property outside the City and it were to annex then the overlay would be applied at that time. For properties within the City already he is not sure if the City would initiate that application on their own or potentially wait for a development proposal, that would be something that we would have to probably discuss, what would be the appropriate pattern.

Chair Negelspach stated but for those areas outside the City it would be, the overlays would be applied automatically.

City Planner Brian Varricchione replied that would be the intent.

Chair Negelspach replied okay.

Commissioner Blank asked City Planner Brian Varricchione on the table that is shown on page 6, starting there anyway, if he could elaborate on how those codes for airport, industrial park and business park, etc., how they were determined as far as their uses go, permitted and prohibited uses, and those in between.

City Planner Brian Varricchione replied the initial concept behind the three different types of overlays was to basically to follow a straight path from the EOA into the zoning code. Just kind of going back to pages one and two of this overlay chapter the part that is called Overlay Zones and Applicability discusses in brief terms but the Airport Industrial Park Overlay Zone is primarily for industrial uses, the Business Park Overlay Zone would be a more flexible zone that would allow a range of options so it could be industrial, could be commercial, could be office, could be lodging and then the East Airport Employment Overlay Zone was mainly targeted for institutional and large industrial uses. Based on those targeted types of uses the table was developed to try to figure out which use would be most appropriate in which zone. Some of the uses would be appropriate in any of the overlay zones and some might be limited to one or two of the overlay zones. Of course if you see something that strikes you as being out of place and would propose a change please let us know.

Commissioner Blank replied right. Well, say in a commercial retail the purpose there is still to allow a small store or something to serve or operate there in that area to serve the local businesses and employees there. Could there be some flexibility for the store to have a variety of stock and items or would you expect more than one type of facility be involved there in commercial retail area. We got some limited restrictions on one and then you have accessory to primary permit use (PA) so he just wanted a clarification of that.

City Planner Brian Varricchione replied yeah.

Commissioner Blank replied there is a lot of questions on what is actually allowed to be constructed there.

City Planner Brian Varricchione replied sure. Now with regards to those that are listed as accessory to primary permitted use, that could be a situation where say there is a manufacture, just trying to think of examples, but say there is a manufacturer who wants to have the option of selling their product directly to the public out of their on site storage, that could be an accessory

retail component to the primary permitted use of a manufacturer. Now in the Airport Business Park that is the one where you have to refer to the foot note and the commercial uses in that instance are dependent on the size of the structure. So I will just read that “Commercial retail uses of 5,000 square feet or less of floor area would be permitted in the Business Park Overlay Zone. Uses between 5,000 and 20,000 square feet could be permitted through conditional use and commercial retail uses greater than 20,000 square feet would be prohibited.” Having said that this is a policy choice that the Planning Commission should comment on because if there are uses less than 5,000 square feet they are permitted outright, if they are between 5,000 and 20,000 square feet they can be permitted through the conditional use process. That does not restrict what type of business goes in there, or if it is retail it doesn’t restrict what kind of thing they are selling or who they are selling it to, it could be general retail.

Commissioner Blank replied okay. One of the things that is probably important to notice in this is on page 2 of 8 that the conceptual master plan requirements are not intended to serve as a binding site plan but rather provide overall guidance and that is the general concept of where we are looking here is that it doesn’t mean this thing is going to be implemented without going through a process, is that my understanding then?

City Planner Brian Varricchione replied correct and for instance if there was a subdivision in the future the precise boundaries of the lots may change versus what was initially sketched out for a master plan.

Commissioner Blank replied okay.

Chair Negelspach stated Brian I had a question on the educational services commercial and public, just that use is excluded from the industrial overlay area but it is permitted outright in the business and employment. What was the reason why was it excluded from that southwest corner of the airport overlay, do you know?

City Planner Brian Varricchione replied yes, the general thought that was his recommendation was that if you are going to have a pure industrial area that frankly it should be targeted for industrial uses primarily and not have the educational use introduced into that just because of the land constraints. By contrast the East Airport Employment Overlay was meant to serve both large industrial uses plus institutional.

Chair Negelspach stated can you tell me Brian there is a little triangular piece that is outside of the Airport Employment Overlay I believe it is an RV Park.

City Planner Brian Varricchione replied the white triangle you are referring to, yes that is the County’s current RV Park.

Chair Negelspach replied so it has its own zoning for that area there.

City Planner Brian Varricchione replied well it is on our Comprehensive Plan as public lands. He thinks the zoning might actually be light industrial which is a little bit of an inconsistency. In terms of the Comprehensive Plan that is called out for Public Land Uses.

Chair Negelspach asked if there were any other questions on this.

Commissioner Blank stated in looking at this map again in the codes that are down below, the existing Urban Growth Boundaries, the red line, the gray line, the dotted line is the proposed and because of the color overlap he assumes that is that north-south connector road is the boundary for that then.

City Planner Brian Varricchione replied at the east edge, yes the north-south connector.

Commissioner Blank stated then there is a little that extends beyond that that is outside the purple but that looks like part of the proposed extension.

Chair Negelspach replied that is, are you talking about the park.

Commissioner Blank replied yes.

Chair Negelspach replied that is the regional park.

Commissioner Blank stated that is what you were talking about.

Chair Negelspach replied well no I was actually talking about the northwest corner up above.

Commissioner Blank stated I have a couple of questions of the consultants whenever they speak.

Vice Chair Shuman stated I have a question about the map Mr. Chair. Brian, on the west side on the map the purple, in the purple section the very west side there is kind of like a small square of AE designation that is what printed out on his printer.

City Planner Brian Varricchione replied primarily the lands with some minor exceptions but primarily the lands on these are either owned by the Port or owned by the Sierra Pacific Communities or Airpark Development. As we stated earlier these are somewhat conceptual until they are actually applied it is hard to say precisely what parcels might be in or might be out and prior to actual application of this zone a precise boundary would have to be selected and notice provided to the property owners and so on and so forth. That is sort of in general terms. For that specific parcel that you pointed to in the future it could be in the overlay zone but it is currently outside City limits so until annexed it can't be. The City surrounds that parcel. We have invited them to annex before but they weren't interested at that time.

Chair Negelspach asked City Planner Brian Varricchione to describe just briefly when you mentioned that the zoning would occur once they submit an application for annexation at that point they would determine exactly where they fall and the boundaries would be established in terms of which zone they would end up in.

City Planner Brian Varricchione replied I will be honest that at the exact moment of when the overlay would be applied has not yet be determined. It could be that the City chooses to propose all lands in the City that are on that map within City limits it may try to apply all that at once or it may defer that to more as development occurs he is not sure. If the Planning Commission has an opinion on that it would be helpful to hear but that may be a topic of a future discussion.

Commissioner Blank stated looking at this the Urban Growth Boundary that is on there is once if we were to move this forward that is the area which it would be allowed to expand in it wouldn't

be beyond that, that would be it, there would be no changes to that boundary or could we change that boundary later in time.

City Planner Brian Varricchione replied UGB's can be amended from time to time but as we observed it doesn't happen very often but certainly a property could not annex if it were outside the UGB.

Chair Negelspach asked Brian will the designation for the Regional Park does that show up on the concept zoning for the airport area or the overall UGB expansion map.

City Planner Brian Varricchione replied recall that there are three 11 X 17 maps in your three ring binders that show in slightly larger print what is proposed for the UGB expansion as well as the proposed plan designations. Map B is the proposed plan designations.

Chair Negelspach stated I will just point out that based on this code that we are looking at which is 17.74 there was discussion last time about some of the terms on the tables and obviously some of the uses and all of that looks like it has been eliminated. I don't have any other comments on that.

Commissioner Blank stated I have another question, I guess I was going to wait but I will bring it up now. I know that this isn't part of this report but on a previous report that we had when we were on the committee, that was the Ad Hoc Committee we kind of had a conceptual idea map. You may recall that where a road, a connector road was added to connect from Moore Road all the way actually to Havlik Road on the east side. If we adopt all of this would that kind of a road be possible to build at all in the future, just for clarification purposes. I know it has been mentioned before.

City Planner Brian Varricchione replied right. The map that was just held up is actually part of the appendixes in the application package. That concept map was part of the alternatives analysis for looking at UGB expansions and what are some potential transportation enhancements that could happen in the future, that is not a binding map.

Commissioner Blank stated I understand that.

City Planner Brian Varricchione replied what would need to happen would be if the UGB is expanded then there needs to be a full scale transportation impact analysis performed and updates to the City's Transportation System Plan. If such a bypass road were to make its way through and become part of the adopted Transportation System Plan, then essentially that means the City will strive at some point to get that road to happen. The timing could be somewhat uncertain. He stated I should add a little bit to that. Sometimes there is a little bit of a disconnect between the transportation planners and land use planners so it is easy for us, if we put our transportation planning mindset on, it is easy for us to draw a line on a map and say this would be an efficient route for traffic to make its way through town or around the town but then when it comes time to the actual implementation of that, as we know the State rules on protection of farm and forest land can pose a significant challenge to the timing and feasibility of that actually getting built.

Commissioner Blank stated that was an issue that was brought up at the Ad Hoc Committee too but at the same time these things float around people need to know about what the story is behind them and what the problems might be if we had decided that would be a better route to go or

something.

Chair Negelspach stated lets move on then with some of the other responses back. There was some clarification on soil data. Does anybody have any questions that are related to our discussion from the last time we met?

Commissioner Frenz replied they said in the thing that we got now it said they did the soil information accessed in October 2009 so that is pretty current.

Chair Negelspach replied it sounds like pretty current.

Commissioner Frenz replied it sounds like it answered our question whether this was 20 years or something like that.

Chair Negelspach replied no it is good background to have.

City Planner Brian Varricchione replied just a point of clarification he believes that means that the information was extracted from the Federal database in October 2009 but it doesn't comment as to what is the age of the data itself. He thinks it has been a number of years. Jeff Bennett suggests I talk about how often those maps really change. The soil doesn't change by itself. The map will stay the same until new evidence is presented to the Federal Government to suggest that they need to change it, so in other words very rarely.

Chair Negelspach stated better survey methods, etc.

City Planner Brian Varricchione replied yes, the scale, you know a lot of those soil maps were a combination of aerial photography and field investigation but you know it is one thing to be doing that on the level of the entire State and a much different thing if you send a soil scientist out there to take samples every 300 hundred feet.

Chair Negelspach replied he thinks the statement that clarifies it just gives the source for the data and does not actual speak to anything else.

City Planner Brian Varricchione replied correct.

Commissioner Frenz replied that is eventually what's most available so what are you going to unless you go out and sample it yourself and then you have to prove that you are right and they are wrong.

Chair Negelspach stated there was some significant or there was some discussion about the southwest expansion area and some questions. I believe there has been a number of public comments regarding inclusion, exclusion, etc. with regards to utilities, transportation, etc. and some clarification here that exception sites southwest 2 & 3 could be brought in together along with 1 and still not exceed what has been identified in the EOA to avoid splitting lots and there is an aerial that kind of depicts that for discussion. Were there any questions on that?

Commissioner Blank stated he is looking at the suggested comment it said that the commercial capture rate is something in the EOA so somewhere along the way there would have to be an adjustment right.

Chair Negelspach replied I believe if you only had SW 1, then you would need to adjust the EOA, but all three together. On the second page it says if you just included southwest 1 by itself it would require an adjustment to the highway commercial capture rate assumptions in the EOA. Maybe some clarification on the Brian, are you familiar with the capture rate assumptions in the EOA.

City Planner Brian Varricchione replied no but Jerry Johnson who authored the EOA could comment on that.

Jerry Johnson stated when you take a look at commercial demand in an EOA and in this particular EOA there are assumptions in this EOA that the jurisdiction is aspiring to sort of plug up some of their leakage, reduce the level of retail trips that leave the community to shop elsewhere and retail is one of these odd categories or commercial retail if you don't provide it, it is not the end of the world you just have a different leakage factor. So you can play that leakage factor and say look we are going to concede that we are going to lose a little bit more retail because we are not going to add as much retail as we might have been originally intending but it is not that big of a deal in the EOA you just change the retail leakage and say if we are assuming it is a 20% leakage we say we will take a 22% leakage. We don't change quite as much commercial land. When it is all said and done from the State's perspective or from those technical perspectives it pretty much comes out as a wash, it is just retail demand then that is probably is captured elsewhere in the region just not within the City of Scappoose. People still make their retail consumption, consumption patterns won't change, where they shop will change. So if you look at the City of Scappoose and take a look at how much retail need you have, if you don't provide any retail at all you won't provide good services for the citizens maybe but it doesn't really affect economic development as much as it just makes people shop out of town. We can reduce our retail demand just by saying we will accept a somewhat slightly higher rate of leakage. That specific parcel is quite small in essence and it doesn't really effect an enormous amount if you just say we are going to concede that, we are not going to try to capture that additional commercial demand even if it is supportable and let it go at that and we just want to make sure at the end of the day the EOA is consistent with whatever actions you take because from the State's perspective if you identify a need you are supposed to address the need so we just need to scale down the need and say look we decided we don't need quite that much commercial land so we just changed that capture factor and then they are consistent.

Chair Negelspach replied I see, thank you. Are there any questions on that? It seems somewhat unusual to include just a portion of a parcel of property and rezone it potentially and effectively limit the development on the remaining piece. We are splitting parcels in half and cutting the flags off on a majority of these parcels. Was there some discussion about that at the Ad Hoc meetings?

Commissioner Blank replied the only thing I can recall you know we are talking about the development along the highway there and cutting back off of Old Portland Road and exempting these people and whether or not what kind of development would still be on Old Portland Road if we did that as far as the commercial part of it but if you take it all out it is a different story.

Chair Negelspach replied right, so there was discussion on exception land west of Old Portland Road.

Commissioner Blank explained the people that were living in that community didn't exactly want to be part of this and they could opt out basically.

Commissioner McGarry replied they were very vocal about that.

Commissioner Blank replied yes, there is no problem if people want to opt out really.

Chair Negelspach stated well currently we have SW2 that is being considered.

Commissioner Blank asked City Planner Brian Varricchione where are we at with that right now? Are we looking at the citizens over there still considering they didn't want to be involved in that or?

City Planner Brian Varricchione replied we are looking at the Planning Commission recommendation on how you want to proceed that is a policy choice that the City can make, do you want to include properties or not?

Commissioner Blank stated the association that originally asked to be left alone have they changed their position I guess is what I am asking.

City Planner Brian Varricchione replied not to my knowledge.

Commissioner Blank replied okay.

City Planner Brian Varricchione and since you closed the record you can't ask them.

Chair Negelspach stated I think we have enough testimony on that. Since the need can be, his understanding is even if we include all of the exception area 1, 2 and 3 we would still have leakage from Scappoose, as significant amount of leakage or?

Jerry Johnson replied yes, you would still have significant leakage. I mean there is certain retail uses you are just going to go to because you don't have all the car dealerships.

Chair Negelspach replied we don't have Home Depot and Costco.

Jerry Johnson replied not yet.

Vice Chair Shuman stated so if there was elimination of those exception site what is the increase of percentage of leakage.

Jerry Johnson replied it is not significant. It is like a 2% change in leakage, it is not a big deal and you really won't increase your leakage 2%. What ends up happening is the existing retail will perform somewhat better with less competition and your leakage will still go up as well. If you look at leakage factors on what's your normalize rate of return but we know with the issues like grocers if there are two groceries instead of three you have somewhat less selection. You may lose a few people who don't leave the community to do it but those two grocers will probably do marginally better anyway.

Chair Negelspach replied at some point and time the exception area would be considered in

future Urban Growth Boundary expansion. Would it always be considered to be where commercial retail would go or would it be considered potentially for residential development.

City Planner Brian Varricchione replied due to the State's priority for how lands are added to the UGB the fact that this is "exception land," meaning it is not farm or forest, means that anytime the City wants to expand its UGB it must consider those properties, whether that is for residential, commercial or industrial, it needs to be part of that equation because it is an exception land abutting the current UGB. Now having said that there are lots of other exception lands that abut the City's UGB so this would not be an area that would be evaluated on its own but as part of the larger project to look at that.

Chair Negelspach replied and if you were a property owner and you owned exception land 2 and 3 and you weren't in the Urban Growth Boundary and you wanted to develop residential is that something that would happen potentially in the County.

City Planner Brian Varricchione replied correct, anything outside of the UGB is subject to Columbia County Comprehensive Plan and their zoning standards so his recollection is that that are is zoned for 5 acre minimum lot size. He could be wrong but that was his recollection.

Chair Negelspach replied but being in the County and trying to develop in that matter they wouldn't have access to the utilities that you would expect to have for a subdivision perhaps or a large commercial development.

City Planner Brian Varricchione replied yes, that is right. In addition to the large minimum lot size the City services would not be available to a property unless they were to first get inside the UGB and then annex into the City. With some minor exceptions it is the City policy set by the Council not to allow non City residents to connect to water or sewer.

Chair Negelspach thanked City Planner Brian Varricchione.

Commissioner McGarry asked City Planner Brian Varricchione if we know how many acres combined the SW 3 and SW 2 are. He knows it is this large book and he has read it.

Chair Negelspach replied 1 and 2 is 26 acres.

City Planner Brian Varricchione asked Jesse if he remembers how many acres.

Scott Shumaker, Otak stated it looks like what we had out of our infrastructure report that SW 1 is approximately 8 acres, SW2 is 10 acres and SW 3 is 20 acres. He stated a correction on that, looks like 8, 10 and 10 for 28, sorry about that.

Chair Negelspach thanked Scott Shumaker.

Chair Negelspach stated I see this creating a bit of a burden for those properties owners having part of their land in the Urban Growth Boundary and part out.

Vice Chair Shuman asked if there is discussion to exclude SW 1 or keep SW 1 in there and exclude SW 2 and SW 3.

Chair Negelspach replied there was discussion about, I believe property owners in SW 2 that didn't not want commercial development in SW 1 but we had other comments from property in SW 1 that wanted to be in the Urban Growth Boundary.

Vice Chair Shuman replied based on the location to the highway.

Chair Negelspach replied right.

Commissioner McGarry asked if we need those 18 acres could we exclude both of those and just pick it up elsewhere southeast or out by the airport.

Chair Negelspach replied well I think southeast is excluded due to the soil classification.

Commissioner McGarry stated that is not really clear because I think the soil classification is the same that is out at airport.

Chair Negelspach replied for the southeast, you mean adjacent to Havlik.

Commissioner Blank replied I think it is because of the classification what it is exemption areas or something like that.

Chair Negelspach stated well it is because this is an exception area that if you bring any in at all you need to bring in this exception area first because it has already been up-zoned from its previous use.

Commissioner McGarry stated but if we leave that out now for commercial and industrial won't we be back here in 6 months or a year bringing it in as residential.

Chair Negelspach replied I believe that would be the case because the first residential that you would consider that just the only thing would be is that you would have to look at the exception areas again.

Commissioner Cairns asked are we now discussing bullet point number 4.

Chair Negelspach replied essentially.

Commissioner Cairns replied essentially. Could we possibly vote on 1, 2, and 3 and get that done and then go to bullet point number 4.

Chair Negelspach replied well I don't know if we want to vote on any of it until we have a consensus on everything and or recommendations to modify in case we need to go back and flush out any questions we have and be as clear as we can.

Commissioner Cairns stated okay. Since we are discussing that I would have no trouble of excluding 2 and 3. I really don't see any industrial on there and I really don't want any residential areas in that area. But as far as SW 1 I don't see any problem with including that in it. That is my opinion of that area.

Commissioner McGarry stated I tend to agree with you

Commissioner Cairns stated I would like to keep Old Portland Road pretty much as it is.

Commissioner Frenz stated everybody wants to keep everything the way it is but that is not the way it is going to happen.

Commissioner Cairns stated I don't want to see a Walmart in there, I don't want to see a Costco in that area, that would just kind of ruin Scappoose as it is.

Commissioner Frenz stated I don't think we would get it here.

Commissioner Cairns replied no it is too small.

Commissioner McGarry replied there is not the market share for that.

Commissioner Cairns replied but I don't want to get some fly by night company in that area either. I think that businesses right along SW 1 could fit really nice in there. I don't want anything too big, too small.

Chair Negelspach replied I tend to agree you either have SW 1 or you have all of it and not split the properties.

Commissioner Cairns replied right.

Chair Negelspach replied because you are creating problems for those property owners. I mean a lot of those exist as flag lots.

Commissioner Blank stated my only comment on that is if you develop that I agree at least if you are going to develop any of all that would be the only area that makes some sense. I still have some concerns about the back exits of Old Portland Road and the traffic as long as the infrastructure improvements are there but the feed is south where it goes to Bonneville down over to a light or something would have to be there but you would have to justify it by the amount of traffic before ODOT would allow it. So some studies would have to be made there so keep that in mind, that is all.

Chair Negelspach replied right, no, that is a good point. I think that if whatever is being considered once these proceedings are complete then there will be a transportation system plan update, a traffic study and then an update of the TSP.

City Planner Brian Varricchione replied if the UGB amendment is approved by the City and County and then acknowledged by the State, before any of these lands could be annexed they would have to have the appropriate transportation analysis done.

Chair Negelspach stated that is to ensure that we've got consistent accounting for the incremental impacts to the road system that each property as it develops and pays its proportional share to fund those improvements.

City Planner Brian Varricchione replied yes, you want to be able to predict at some level of certainty what are the general levels of traffic that can be anticipated from a particular area with a

particular set of allowable uses. Then as the individual parcels themselves annex you have kind of already accounted for them and you're not taken by surprise.

Chair Negelspach replied right.

Commissioner Blank stated and then when we get into the annexing issue then we start really looking at it differently from where we are at right now. We are just setting the boundaries for it but at that time also things such as do you want to require sewer connection all the way through or not or exceptions, etc., those are the things that we will deal with at that time. We are not going to be thinking about them right now but they are something to be looking at down the road. So right now we are just looking at we will just be practical.

Chair Negelspach asked Commissioner Blank if he is referring to a funding mechanism for utilities or just that we need to consider.

Commissioner Blank replied consider. It is something that we will be, the City will have to look at as far as an expense goes at some point and time.

Chair Negelspach replied right.

Commissioner Cairn stated well that would also have to do with the creek. If they wanted to build something there an environmental study would even have to be done in advance.

Commissioner Blank replied that is true too and there is the cemetery of course and a buffer would have to be created there.

Chair Negelspach stated Brian I believe there is some specific language that talks about creating the funding associated with or the cost associated with development at the airport would be the burden of the developer. Does that same language apply, would it apply to the SW expansion area with regards to those development aspects those would be borne by whatever development occurs in that area.

City Planner Brian Varricchione replied in general the City does not have a lot of money to spend on infrastructure projects so we rely on development projects in order to extend services to new areas. We are proposing some new policies for public facility and services in the Comprehensive Plan and I will just read one of them. Work cooperatively with property owners and potential employers to find and extend key public facilities and service to industrial lands, and thereby maintain at least a 100-acres supply of development-ready sites within the Scappoose UGB. That policy is specific to industrial uses but the same general type of policy really plays out on a day to day basis. There nearest example I can think of is the subdivision that was recently completed on the corner of Callahan Road and Old Portland Road and at that time the developer extended sewer southward, they performed street upgrades, they ran the water line up Callahan Road to the edge the property. When there is a large scale development basically it needs to provide public facilities to service not just itself but the whole surrounding area.

Chair Negelspach replied okay and if those costs are somewhat out of proportion with their particular development then they would have some way to recoup that additional cost through some agreement.

City Planner Brian Varricchione replied yes there are a couple of mechanisms through which the first developer can either get credit off their system development charges or there could be a system set up whereby other property owners who develop or connect to the water and sewer have to pay a proportion share of the cost.

Chair Negelspach stated thank you Brian. He asked City Planner Brian Varricchione is that language you referred are those new number items that were added 28 and 29.

City Planner Brian Varricchione replied correct, those are not currently in that portion of the Comprehensive Plan and we are proposing to add those.

Chair Negelspach replied okay.

Commissioner Blank stated mentioning language I am going to go back up to overlay zones for a second if that is alright with you.

Chair Negelspach replied yes, go ahead.

Commissioner Blank stated it says removed for clarification basically the Downtown Reference, do I understand there would be no Downtown Overlay then as we also referred to it.

City Planner Brian Varricchione replied no, you missed that question at the last meeting which was one of the tables it was referring to commercial development near the airport used the word downtown as sort of shorthand for a particular style of structure and size and I believe it was Chair Negelspach that said that is kind of odd because downtown is not by the airport.

Commissioner Blank replied okay I got you.

City Planner Brian Varricchione replied but no it wouldn't affect the Downtown Overlay whatsoever.

Commissioner Blank replied we would still have that.

City Planner Brian Varricchione replied very much so.

Chair Negelspach stated okay do we some consensus then on the SW expansion area, enough to move beyond that.

Commissioner Blank replied I think so.

Commissioner McGarry replied yes.

Chair Negelspach stated there were some transportation questions, discussion related to the traffic study and there were also some comments that were provided to the Planning Commission regarding providing traffic impact studies in advance of these proceedings and obviously that didn't happen but there is a statement here that is provided in the Winterbrook Planning document regarding that, and I believe ODOT has commented on this as well. Are there any questions on that?

No one had any questions.

Chair Negelspach stated City Planner Brian Varricchione just made it clear that once these proceedings are complete and in their entirety that means through State approval then they will proceed with those studies, is that correct Brian?

City Planner Brian Varricchione replied yes.

Chair Negelspach asked would those studies also include the commercial area, the southwest expansion area, whatever is decided would be included there would that also be included in that study.

City Planner Brian Varricchione replied yes, any areas that are added to the UGB would need to be incorporated into the City's Master Plan documents. Transportation, sewer, water, storm drainage, all of those would need some form of update to account for the fact that boundaries have changed since those reports were originally written.

Chair Negelspach replied okay. Was there any other general discussion items related to this that you wanted to discuss, questions? We have covered the rest of the packet information. We talked about the Comprehensive Plan draft updates; we kind of started with that. I think that is much better statement of what we are doing. Going back to the Economic Opportunity Analysis there was some discussion about the growth rate numbers and Johnson Reid actually provided a memorandum on September 14 to discuss those growth rate numbers. Are there any questions on that that we need to go over?

Commissioner Blank replied what I read somewhere that the projected growth rate in the 20 year outlook would be about 10,000, and that came from what, Portland State?

City Planner Brian Varricchione asked for population?

Commissioner Blank replied yes.

City Planner Brian Varricchione replied yes. Portland State University Population Research Center prepared the population projections for Columbia County as well as all the Cities within the County.

Commissioner Blank replied okay.

Chair Negelspach replied he thinks the clarification on that related to in terms of the economic growth was related to the broader regional economy would have significant new jobs and there would be some spillover effect. Do we have any other general questions for staff or the consultant team you guys would like to address?

Vice Chair Shuman, Commissioner Cairns and Commissioner McGarry replied none here.

Commissioner Frenz stated I think we are being somewhat ostrich like about not including two parcels of the southwest part but that is just her opinion. I am wondering and she lost her place in here about a potential health questions about Raymond Creek and that is why it is in the Urban Growth Boundary right. It says here the potential health hazards in the area known as Dutch

Canyon and Raymond Creek that they failing septic tanks and the community is going to be, what I am hearing sort of or what I am adding to this is that because of these things because of these areas are going to be part of Scappoose because they need to have sewer systems, am I wrong?

Chair Negelspach replied no, I believe that the last expansion considered that area specifically because of those reasons right.

Commissioner Frenz stated as I recall I know it was sometime ago when I was on the Planning Commission the State insisted we do something about she thinks was Dutch Canyon that we bring the water out there.

Commissioner Blank stated because there were water issues.

Commissioner Frenz stated so I think that yeah, I am just wondering if there are any other areas out that way that are going to be the same way because septic systems work fine if you don't have too many people but once you start getting more people they don't work.

Chair Negelspach replied that is a good point and I think that will be important if and when we discuss the residential needs and expansion areas. Going back to your comment about the southwest expansion area did you want to have more of a discussion about adding all three in or what are your thoughts.

Commissioner Frenz replied I just think it is going to happen.

Chair Negelspach replied right.

Commissioner Frenz stated whether we want it or not. We may exclude it right now but it is going to come back and hit us in the face in maybe 6 months or a year. I don't think it's done besides the City may go against us. What we say here is not going to be the way it is going to be, the City Council will look at our recommendation and say yes or no or maybe not.

Chair Negelspach replied it certainly will be need to be considered at every UGB expansion proposal. It will also be land that would be considered first. I agree to some extent the property owner could have, if there land were in now they would certainly have some flexibility they could operate it as it is today and that they would have to actually request the process to annex it and rezone it.

Commissioner Frenz stated I think it depends on whether somebody comes along with a good offer on their property and it's an offer you can't refuse sort of thing they are going to take it and they are going to want it.

Chair Negelspach replied if it were zoned commercial in other words. Well it certainly gives those property owners more flexibility in terms of how they want to operate their land. I think most of the comments that I heard were that they didn't feel like they needed to have increase, or they were looking to change the use at least they themselves didn't want to change the use.

Commissioner Frenz replied yeah.

Commissioner Blank stated I think there was also concern whether or not because of the change in the zoning whether or not tax wise there would be some implications there. That might change what they are paying right now, concerns there.

Commissioner Frenz stated I think the only change in tax would be whether they were in the County or in the City wouldn't it?

Chair Negelspach stated there wouldn't be any change in tax until they actually were annexed in. So they could operate, they could be in the UGB.

Commissioner Frenz stated just changing the Urban Growth Boundary, as I understand it, is not going raise or lower your taxes.

Chair Negelspach stated the property could even change hands without triggering an annexation process, was my understanding.

Commissioner Blank replied I understand that. I think it was a concern.

City Planner Brian Varricchione replied that is correct.

Chair Negelspach replied so the property could essentially change hands over and over again without there being any annexation whatsoever.

City Planner Brian Varricchione replied right.

Commissioner Frenz stated annexation depends on what you are going to do with it. I mean if you are going try to make it real commercial and get a Costco or whatever in there that is what is going to make the operation roar, I don't quite see it there.

Chair Negelspach replied I think given the distance it is from Highway 30 it is somewhat difficult to assume that you would have some commercial development that would occur west of Old Portland Road in the near, in the next, again it is hard to say.

Commissioner Frenz stated your most developable property are the ones that are right along Highway 30.

Commissioner Blank stated you would look at it probably mostly as a residential developments more than anything else.

Chair Negelspach replied well that is what I would assume that southwest 2 and 3 would become residential.

Commissioner Blank replied the only time Old Portland Road would have been more commercial if someone really made up their mind they wanted to use that as an alternate Highway 30 route and they would have to make major improvements to do that and I don't see that happening.

Commissioner Frenz stated you can use Old Portland Road as much as you want but you are going to end up on Highway 30 anyway and then you are going to have to wait to get on it.

Commissioner Cairns stated the only reason this area is even thrown in is because the City Council asked them to concern something else besides the airport and this what they came up with. So it is like token thrown into the Master Plan is how he look at it.

Commissioner Blank replied you mean the Ad Hoc Committee, not the City Council.

Commissioner Cairns replied yes.

Commissioner Blank stated City Council hasn't gotten this yet, I don't think. They are waiting though.

Chair Negelspace stated the property owners that control that SW 2 and 3 if they decide at some point they want to develop the property further in the County I believe then they would be limited to 5 acre per lot property. Which would limit that development area if they were in the UGB zoned commercial they could apply for rezoning perhaps rezone it to residential and then proceed with the development but that option wouldn't exist, I don't believe, in the County, but there didn't seem to be any desire to want to do that.

Commissioner Blank stated I think if there was a large commercial development along there we would also be seeing the same people back here because of that proposed development.

Chair Negelspace replied right. Well if we don't have any further questions then why don't we go ahead and take Commissioner Cairns' recommendation to start taking a vote on some things here.

Commissioner Cairns asked do we need to discuss the airport area?

Chair Negelspace replied well we had some discussion about that. Did you have some other questions?

Commissioner Cairns stated well we never did talk about Crown Zellerbach Road or how we are going to handle that part of it and I know I don't like the idea of developing Crown Zellerbach Trail. I don't like the trail as it is. I have been harassed by dogs, it is not a very well kept trail but I don't think it should be a road going through there either and I look at it they proposed putting a wall up between the houses and I don't like that idea either because I believe it will lower the value of the homes right in that area significantly because I know if I was going to buy a home and I saw that wall I would walk away easily. So I would like to look at some other kind of way around that without developing Crown Zellerbach Road.

Commissioner Blank asked if the people who come up with some of these plans, the advisors have any other thoughts because I am also concerned about that area and what can be done with it and if there are any alternative solutions. So far all we saw was kind of a generic proposal of what could be done with it. Is there anything we can do to change anything in this design that we are looking at to vote on that will protect more of the trail. That is the question to ask I guess.

Commissioner Cairns asked well can we can vote to keep it there are two ways right now to get into the area down by the airport, is it West Lane and they can also still come in Crown Zellerbach Road and then go on.

Chair Negelspach replied yes you can come down.

Commissioner Cairns stated so there are two ways into there right now and maybe if they go down Dike Road and turn down to Johnsons Landing and that area would be another alternative and I believe at the meeting we had at the County at the same time that come up that that was never discussed going down Dike Road which really bothered me because I would like to see less truck traffic going through Scappoose.

Commissioner McGarry replied Dike Road is limited by a 12 foot bridge, you won't take semi's down there or raise the bridge.

Commissioner Cairns replied okay, what bridge?

Commissioner Frenz stated you've got Highway 30 I don't see that you are going to get any, with the railroad tracks and with Highway 30 it is a developed road you are not going to get any big changes as to how truck traffic is going to go. Let's face it we are stuck with it. I mean I dearly like not to be stuck with it but we are. Realistically speaking we are stuck with Highway 30 going through Scappoose.

Commissioner McGarry replied but we are not stuck with not having a bypass.

Commissioner Frenz replied well there isn't many places to put a bypass.

Commissioner McGarry replied well Dike Road is one, or a new road would be another one.

Commissioner Frenz replied Dike Road is really a long way, well it would be a pretty expensive proposition I would think. Like you say you would have to build new bridges, you are in a floodplain; you would have to do all kinds of different things to do that. It would be a very very expensive road and I don't think the State, if you are going to do the bypass, the State is not going to pay for it. I don't think so, there are going to be other people with bigger and better projects than that.

Commissioner Cairns asked is that something we could ask the consultants if they considered another way.

Commissioner Blank stated if anybody has another suggestion I would love to hear it.

Commissioner Cairns stated besides Crown Zellerbach.

Scott Shumaker, Otak, replied we haven't really studied other options to serve that area of the property. It is going to function better with two connections at some point in the future. It does seem to make sense that Crown Zellerbach and we have also heard this from ODOT they would be very reluctant to look at improving another access to Highway 30, they would want to be utilizing the Crown Zellerbach connection first. I would also note that a portion, a good portion of that trail that exists today is actually within the UGB so those properties that are within the UGB would need to gain access from Crown Zellerbach as they develop and maybe something else to add is that approval of the UGB doesn't set the road pattern it includes land for the next step for processes. In those processes is when you do the TSP update, that is when you really

decide where roads do and don't go, how properties are accessed. This UGB study or decision isn't really setting the road patterns.

Chair Negelspach replied what you are saying then is once we have the traffic study completed and really understand the volume of trips then we can consider where to place them around this expansion.

Scott Shumaker stated if we are trying to decide right now or set limitations on where the roadway network goes without really knowing what the development is going to be, you are not serving that future area.

Chair Negelspach stated I guess what I would add to the discussion, and we have actually talked about this, is that we all understand that we would like to preserve the trail in some form, whether it shifts or it stays where it is but that the trail would be there essentially and we all, except for Vice Chair Shuman has seen that exhibit.

Vice Chair Shuman replied but approving the proposal doesn't mean the trail would go away, it is just the UGB expansion.

Chair Negelspach replied right.

Don Hanson, Otak, stated we showed one concept for the trail just because everybody was curious about it especially the people that live right by there so we brought it but it was a very early concept and we just kind of wanted to indicate that we are certainly considering it and demonstrate one idea and as Scott Shumaker just said this decision doesn't set the road and maybe the road and trail flip, maybe there are other ways to handle this geometry that are more acceptable to the people who live out there. So this, we are just starting to look at this, we're not certainly, we don't have our minds made up and I think its good that this discussion is in the minutes and it is in the record so as this advances to our next three hearings and then comes back, if we are still standing through a UGB process people will know it was a concern that should be addressed.

Commissioner Cairns stated yes, because there were so much discussion about Crown Zellerbach that we just couldn't ignore it.

Don Hanson replied quite a bit, a lot of people use it, it is a good recreational facility. I use it when I come out here, it is great. Thank you.

Commissioner Cairns asked City Planner Brian Varricchione that will come up if somebody wants to build in that area, that is when that would come up about creating a road in that area is that when we would actually look at that.

City Planner Brian Varricchione replied that is actually a somewhat complicated question. Currently the Crown Zellerbach trail is planned by the City to be a converted to a road. That is in the Transportation System Plan. As Scott Shumaker pointed out it is also currently within the Urban Growth Boundary, so it could be used as a road today if there were a development say between West Lane and the airport within the City limits they could have access to that road if the City Council approves it because the City of Scappoose is the property owner of that road way, that right-of-way. So ultimately the Council would approve or disapprove the use of that.

Commissioner Cairns asked so we wouldn't have a say in that.

City Planner Brian Varricchione replied well you make recommendations but they would be the stewards of the property, as owner they would have the final decision on whether to allow that. There was an agreement between the Port of St. Helens, Columbia County and the City of Scappoose which did anticipate the future conversion and specified that the City at that time would have to provide a parallel trail. So in some form or other as Chair Negelsbach stated the trail would survive. It may not look like it is today.

Commissioner Cairns replied my concern is just the housing, for the people, that's what my concerns are and I don't think the wall is the answer but then like you said it is something that will be discussed later.

Commissioner McGarry stated my concern is that presentation is a part of this document and then if we approve it is somebody in the future is going to say well Planning thought it was a great idea because I don't think it is a great idea.

City Planner Brian Varricchione replied I think they would have to look long and hard through the record to find that and I don't think they would. As I stated when it was first displayed by Otak I said let's be clear this hasn't been reviewed by the City, it hasn't been discussed by the Planning Commission or City Council or even presented as an actual design for review, it is meant for discussion purposes and it's basically a sketch at this point that is all that it is.

Commissioner Cairns stated I would like to bring up one other thing since we are on this and there was some very strong language used in the past two meetings with the public there. There was an article in yesterday's Spotlight that said Preston Pulliams, PCC's President "We have a very high priority to have PCC to be in Columbia County to have a footprint there. That right now is very high on my radar". Everybody was saying that PCC wasn't involved it was make believe, the consultant was making it up and here he has already been and still in talks with the Airpark Development LLC for land purchases and he has also talked to Senator Betsy Johnson and Columbia County Commissioner Tony Hyde. So I just wanted to make that on the record, yes PCC is considering the airport area. There was a lot of discussion on that, a lot of strong language and this kind of says the opposite.

Commissioner Blank replied there was also a discussion about police as well.

Commissioner Cairns replied right, they were also in it and they are still saying that is a possibility too.

Commissioner Blank stated another, if we are finished with that, I just want to add, I know we keep running into this one, but get on the record, the southeast quadrant, there was a lot of discussion on whether or not it is feasible to build a parallel road that connects Havlik Drive and Johnson's Landing Road and that the issue on that will probably not happen because the State's not too thrilled with that idea because of the soil in the farmland and stuff like that but on the other hand unless another light is built there the trucks that carry off to say from Means Nursery, Taylormade, Michael Curry, all those people use that route, they are going into an area without a light, they have no way to get out. If there was a road built they could take it to Havlik where there is a light and get off there. I don't know is that anything, you gentlemen over there could

consider justification to the State take another look at that issue.

Jesse Winterowd with Winterbrook replied we don't have a DLCD rep to provide strong words on this for this proceeding but service to farms outside of the Urban Growth Boundary I don't think would be a very strong argument for the State to have a road in the southeast area. So that wouldn't be an argument that I would like to present to them and I don't think they would like to hear it.

Chair Negelspach stated I think that a more reasonable argument might be rather than to have the road but to have the road to get to the light that seems like an expensive proposition how about just adding a light. Would adding a light at Johnsons Landing and on Old Portland Road not only serve those needs that exist today but also future development as it occurs in the UGB. There is a lot of undeveloped land immediately kind of to the north of where we have been talking about that I am sure is zoned residential could add a lot of trips as well as a large subdivision in the County that is immediately west of where that intersection would be. It seems reasonable to assume that at some point there be a need based on safety considerations to add perhaps a light there.

Jesse Winterowd replied you are talking about Johnsons Landing outside of the UGB or the corner. I think that eventually you would have to work with ODOT to get that approved.

Chair Negelspach replied I think that is a more likely proposition then trying to build a road. Wouldn't that serve the same purpose?

Commissioner Blank replied it would serve some of the same purpose. Although I think some people would prefer to have some other way to go on that side.

Chair Negelspach replied on the east side.

Commissioner Blank replied yes on the east side.

Chair Negelspach replied yes I agree.

Commissioner Frenz stated I think though I mean it just judging from the increase in traffic and stuff like that and the way it is going a traffic light down there is probably in the books somewhere along the line and I think we should, I think it would be a good idea.

Chair Negelspach replied there is probably not enough left turns, northbound lefts occurring to really justify it at this time anyway.

Commissioner Blank stated a little history lesson I guess is that in past meetings the Planning Commission at least on the west side as development grew out it would hit a magic number and we were short of reaching that magic number before ODOT would agree that a light would be necessary and I don't know if it was another couple hundred people or homes or what it was but there was some trigger that we would hit and then they would consider it but they were pretty adamant they were not going to put a light there until the growth moved in that area.

Commissioner Frenz stated a number of those developments that we approved that were supposed to be quite a bit larger than they have turned out to be because of the recession would

add a great deal more people.

Commissioner Blank replied it would have leveraged it more.

Commissioner Frenz stated it would have leveraged it more. Right now we sort of hit a stalemate.

Scott Shumaker Otak asked Chair Negelspach if he can say a word on that real quick.

Chair Negelspach replied sure.

Scott Shumaker stated ODOT doesn't really look at this subjectively. They will deal with warrants, so if they have traffic warrants that show that a signal is required that is when they would support a new signal.

Commissioner Blank asked accidents?

Scott Shumaker replied it is volume based. If there is a history of accidents.

Commissioner Blank stated but they don't consider near misses I don't think do they.

Scott Shumaker replied no.

Commissioner Cairns stated look at what it has taken just to consider a light at Bennett Road, how many people have died at that intersection and there is still not even a light now.

Scott Shumaker replied they don't do traffic signals lightly. Adding a traffic signal can also cause other conflicts, rear-end conflicts. So they very specifically look at the warrants.

Commissioner Blank stated so now I go back to say if you build a road that goes to an existing traffic light you probably wouldn't have so much of a problem.

Commissioner Frenz stated I would like to see us take a vote shortly.

Chair Negelspach asked are there any other questions? We covered Crown Zellerbach trail, talked about southwest expansion, the EOA, the growth numbers, we have been over several things more than once. Am I forgetting anything here? The Comprehensive Plan language. Anything that we want to put on the record? Lets do this, lets consider first, since we are kind of all do these, essentially vote on these kind of at the same time. With regard to the amendment to the Comprehensive Plan to incorporate the 2010 Scappoose Economic Opportunity Analysis and the 2010-2030 Columbia County Population Forecast, were there any comments, concerns, additions to the documents before we would, or amendments to those documents that we want to add when we have a motion?

Commissioner Blank asked at what point would we be looking at maybe making something subject to ODOT studies or whatever.

Chair Negelspach replied there is some language in the, there's an ODOT memo that now requires a TSP that is actually approved by the State or ODOT prior to annexation zone change.

Commissioner Blank replied I've seen the memo, yea.

Chair Negelspach replied that is from I believe October.

Commissioner Blank stated since we are making this as a referral, if we did do this, to the City Council I just wanted to make sure that everything is included so it wasn't overlook. I know they are going to get the information.

Chair Negelspach replied yes, there was an initial memo from Seth Brumley stating that prior to approval of annexation and or a zone change of any property included within and then there was later clarification in an email dated September 23, 2010 that stated that the language they would like to use in the memo was prior to approval of annexation and a zone change or prior to approval of annexation/zone change that a study would be done. So I think we are covered on that.

Commissioner Blank replied we are covered.

Chair Negelspach stated thanks for mentioning it though. So do we have any other discussion about population forecast, economic growth numbers that we want to discuss? I think we are all in agreement on the Comprehensive Plan as it has been amended, the language. I guess I am skipping ahead, sorry. Item number 2 would be remove outdated information from the Comprehensive Plan and add key findings and policies from the EOA and that current language is in the packet, was the information in the packet. I think 17 pages of updated language.

Commissioner Cairns replied I like that much better.

Chair Negelspach stated I think it is much better than it was last time.

Commissioner Cairns replied yes, definitely. I totally agree with you.

Commissioner Blank asked did we concur with the jobs figure that was one of the big issues when it came to stats. I mean population isn't so far out because that is conceivable, the number of jobs that were projected.

Chair Negelspach replied I think that in my mind the only way I could really find a way, any logic to it was that you have to accept that there may be some effect of spillover from Portland and I think one of the documents that talks about drive times from the City and that Scappoose has a similar drive time as Gresham and there is evidence of spillover that occurred in that direction. So it is reasonable to assume that there would be spillover that would occur toward Scappoose so there could be excessive economic growth as a result of that.

Commissioner Blank stated and we are looking 20 years out.

Chair Negelspach stated and we are looking 20 years out. I asked for an example of another City that I guess aside from Gresham that has experienced that kind of growth and I guess it would be something like Gresham or.

Commissioner Cairns asked it was McMinnville wasn't it?

Chair Negelspach replied I don't know if McMinnville is within that.

Jerry Johnson stated if you want the laundry list he did put one together.

Chair Negelspach replied okay, that would be great actually.

Jerry Johnson stated we were trying to limit it to peripheral communities to major metro area that were on the highway not contiguous. Some of these are actually contiguous: Aurora, Wilsonville, Hillsboro, Sherwood, Ridgefield Washington. Woodland Washington as well, and Seattle area you have got Issaquah and North Bend on the I-90 corridor that saw very rapid growth quick overflow. We have got Newberg even in Medford you've got areas like Eagle Point that largely emerged primarily because of land scarcity and shortages in the primary communities.

Chair Negelspach asked and those saw similar growth numbers.

Jerry Johnson replied yes they saw real similar. It is hard to get their historical growth to city level because it is reported at the county level which is the difficulty. For this analysis we can get it at the city level through detailed information that we are not supposed to disclose, in fact at the end of the project we are supposed to destroy that gets to decide all these things that actually gets the employment down to the city level but they are typically put together and reported at the county level so it is hard to pull them out but we have done a lot of work over the years for a lot of these communities, including Hillsboro, which 20 years ago was a little farm community and now it is overtaking Beaverton and major major employment hub, same with Wilsonville, which wasn't all that long ago where there was very little down there as well. Ridgefield is a huge example over there on I-5 which is, there is part of Ridgefield that is on 5, most of Ridgefield is actually off the west.

Chair Negelspach replied the old area.

Jerry Johnson stated the old area of Ridgefield is a ways away. What they became is the next interchange. The one that always struck me the most was as people were around back when Sherwood took off and Sherwood came in, we were doing some work for one of the major property owners in Sherwood and it was a development community that had a part time planner that came there one day a week, sort of the circuit rider planners, which a lot of these peripheral smaller communities had, which you guys had a circuit rider planner for years too and then they got 1,100 permits one year and that was the year Tualatin ran out of land and they just went down the highway to the next community and a lot of stuff happens really quickly and Newberg has run into the same situation. As Sherwood got out of land they went down to the next community. I do see a lot of these things and they happen very rapidly and the difficulty with these peripheral communities is you can't take trends, I think we have talked about before, one of the anomalies of this while this seems like an enormous growth rate for Scappoose it is about 2% of the projected employment growth for the Portland area. It is not really a big capture it is just sort of where is the next stage.

Chair Negelspach replied and I think the drive time is really what drives that essentially.

Jerry Johnson replied yes, and you have actually got one of the least congested corridors plus a back shot onto I-5, there are some real advantages in Scappoose.

Commissioner Cairns replied I would like to keep it that way.

Commissioner Frenz replied lots of luck.

Commissioner Blank replied that was the only question he had in regards to that portion of it, stats I guess.

Chair Negelspach replied okay. So item number 3 was new Airport Employment Plan Designation and Overlay Zones to implement the EOA. We talked about those new overlay zones.

Commissioner Blank stated we did talk but not just now, but we will be removing outdated information, it looks perfectly fine to me.

Chair Negelspach replied outdated information from the Comprehensive Plan. Did you have, was there any discussion about item number 3 new Airport Employment Plan and Overlay Zones to implement the EOA?

Commissioner Frenz replied I think we covered that pretty much.

Chair Negelspach replied that was the clarification of the tables, etc.

Commissioner Blank replied right. I think most of those questions were answered. I think the main concern was that it is for airport use primarily, that would be the main focus of developing the area, or something that was related to that industry.

Chair Negelspach stated I think, you mean in terms of goals.

Commissioner Blank replied well as far as people setting up business there or doing something there at the airport.

Chair Negelspach replied right. I think the goal section talks about that.

Commissioner Cairns stated not necessarily would it be strictly for airport.

Commissioner Blank replied no, but the point is the kinds of development out there wouldn't be just any old thing. Restriction on this table seems to look at that and address the issue what I can tell and it does say here in its purpose that "...supporting the continued operation and vitality of the Scappoose Industrial Airpark" and "ensure that land is developed efficiently, that large employment sites are retained". Employment sites not necessarily mean you have to fly a plane or have an employment site. I mean if you are going to have a school out there or something else out there obviously that is not going to be airport but it is a park so where it is a job magnet for development.

Commissioner Cairns stated I think it was brought up as a school, it could be an aviation school.

Commissioner Blank replied yes, there is a connection there.

Commissioner Cairns replied yes definitely.

Chair Negelspach stated I think one thing that perhaps that would need to be amended, we haven't talked, is the zoning code upon annexation doesn't including a designation right now for the airport.

City Planner Brian Varricchione replied that is correct.

Chair Negelspach stated and so do we need to add a recommendation to amend that as part of this approval or does that happen through another process.

City Planner Brian Varricchione replied no I think that would be a perfectly fine recommendation to make. Currently the way that the annexation is based on your Comprehensive Plan Designation you receive a corresponding zone and everything out by the airport is designated industrial so the automatic zoning upon annexation is Light Industrial. So that has meant as properties annexed they receive the automatic zoning of Light Industrial and then the City had to go the step to change that immediately to Public Use Airport which is a little clunky it would be a lot, more straightforward if just said if your designation is the airport employment then your zoning is automatically the Public Use Airport.

Chair Negelspach replied okay, we'll go ahead and we'll make that recommendation to update that when we make our motion.

City Planner Brian Varricchione replied good.

Commissioner Cairns asked what page are you on.

Chair Negelspach replied it is actually out of the code. It is a table that has all the City's current zoning classifications and since the zoning is automatic with annexation it automatically through this process has to dump into one of these zones and the table would need to be updated.

Commissioner Cairns stated sounds fair to me.

Vice Chair Shuman asked to include the new zones, correct?

Chair Negelspach replied the new zones, yes. I wasn't sure if it was something we were going to take care of. Then the last item is to amend the Scappoose Urban Growth Boundary to meet industrial and commercial needs identified in the EOA and to include a regional park area. So we have had some discussion about critical areas one being the southwest expansion area.

Commissioner Cairns replied that would be the one thing I would like to see changed.

Chair Negelspach stated I am curious about the configuration of a park expansion area. Can you provide some background on that Brian?

City Planner Brian Varricchione stated perhaps I can defer to Don or Scott on this.

Don Hanson asked is the question whether it needs a designation or an open space designation?

Chair Negelspach replied no I am just curious about how we arrived at that configuration for that park land.

Don Hanson replied the way I configured it is I basically did it by having a very gentle radius on the proposed road that would go through there and then the boundary on the southern edge is formed by the Crown Zellerbach trail and then on the kind of east and southeast it is a drainage course.

Chair Negelspach replied oh I see okay.

Don Hanson stated so that kind of seemed like a logical shape for me.

Chair Negelspach replied yea, I didn't look specifically with that aerial with this. So on the east and kind of southeast there is drainage through there?

Don Hanson replied yes, essentially. So I had the park I kind of went 50 feet back from the drainage bank and thought that would be the logical edge for the park.

Chair Negelspach replied okay, thank you. Were there any other questions? Do you want a break before we vote? We will take a break until 9:25 p.m. and then we will reconvene and begin deliberations.

Chair Negelspach recessed at 9:13 p.m. and reconvened at 9:25 p.m.

Chair Negelspach stated I would like to go ahead and reconvene the hearing. Thank you. So where we left off before the break was that we had finished up on discussion of the last item the Scappoose Urban Growth Boundary, amending the Urban Growth Boundary to meet industrial and commercial needs identified in the Economic Opportunities Analysis and to include a regional park area. Were there any other comments or questions?

Commissioner Blank stated I was just going to say on that last one I guess that is where we would discuss what we would do with the southwest section right?

Chair Negelspach replied right, that is correct.

Commissioner Dackins stated the only comment I had was is there some way we can include a recommendation to preserve Crown Zellerbach Road for recreational use.

Chair Negelspach replied I believe that would be a good thing to add and I have some notes on that.

Commissioner Blank asked is the trail you are talking about.

Chair Negelspach replied yes, the Crown Zellerbach trail, to add some language that we recommend to in some way preserve the trail and maintain its functional use.

Commissioner Dackins replied yes. Do you need a motion for that?

Chair Negelspach replied the only thing I think related to was that we wanted to amend the code

17.136.070 regarding zoning classifications. So we will include that recommendation as well.

Commissioner Blank asked so are we adopting the draft here then?

Jeff Bennett stated Mr. Chair maybe I can make a recommendation to help move things along here.

Chair Negelspach replied sure.

Jeff Bennett stated what you could do if you want you could move to approve the amendments that are on your list subject to some exceptions and then you can list what the exceptions as opposed to trying to rummage through all the documents and find specific things and modify specific language. If you are inclined to move to recommend approval of all these things you can move to recommend that approval subject to a laundry list of alternate recommendations or exceptions to what is in those documents.

Chair Negelspach stated thank you Mr. Bennett. If there is no other discussion I think we will take Mr. Bennett's suggestion. Any other discussion?

There was none.

Chair Negelspach asked can I entertain a motion then on the proposed action to amend the Comprehensive Plan, remove outdated information from the Comprehensive Plan. I am abbreviating them because we have mentioned them before. Add new airport employment Plan designation and then amend UGB. The four items listed on the agenda?

Commissioner Dackins moved that the Scappoose Planning Commission accept the proposed items here, there four items in their entirety and I would add a condition that we consider park like preservation for Crown Zellerbach Road.

Chair Negelspach replied I think we are missing a couple things.

Commissioner Dackins replied okay.

Chair Negelspach stated we need some other exceptions. So I just want to make sure we talk about this; there was also discussion about providing some kind of, recommending the use of a buffer or a sound wall between Crown Zellerbach Road and the residents to the south, is that still.

Commissioner Frenz stated are we talking about all of Crown Zellerbach Road or just the part by the park because that is already closed off. You get to West Lane and you either turn left or right to go wherever you are going and then straight ahead of you there is a short street where people park their cars so that they can use the park.

Commissioner Blank stated we need some kind of as-needed designation or something like that.

Commissioner Frenz stated besides isn't that part of the Urban Growth Boundary thing and I thought we were just doing the first four.

Chair Negelspach replied yes, but there was talk about the need for some kind of a buffer.

Commissioner Frenz asked wouldn't that be part of the Urban Growth Boundary?

Chair Negelspach replied it is a part of all of the proposals we are considering.

Commissioner Frenz replied okay, whatever you want to do, let's just get this business and vote on it.

Commissioner Cairns replied he would not recommend a wall.

Chair Negelspach replied okay.

Commissioner Cairns replied I would go with what Commissioner Dackins said just looking as it comes up and try to preserve the trail the best that we can.

Commissioner Blank stated I concur.

Chair Negelspach stated then the other exception would be to eliminate southwest expansion area 2 and 3 from the UGB expansion that we are considering.

Commissioner Blank replied I think so. I think after much discussion, I know Commissioner Frenz brought some points, I think the overall thing is that....

Commissioner Frenz replied I just said I thought we were being shortsighted by ignoring it but that is all right. We can get, we can take care of it if I am still on the Planning Commission we will take care of it down the road because it will come up again.

Chair Negelspach stated and then the last one is to amend Code Section 17.136.070 to update the zoning classification or the Comprehensive Plan zoning classification table to include all of the overlay zones. Okay hearing a motion....

City Planner Brian Varricchione stated Mr. Chair just a couple of comments regarding the last thing that you just stated the annexation chapter would actually recommend to have the zone be the Public Use Airport so in other words if there is an airport employment plan designation then the zoning that is automatically applied should be the public use airport zone. I would leave it at that. The overlays are added on top of that but I wouldn't bundle it into that table because it would get very confusing as to which parcels get which overlay.

Chair Negelspach replied that is a good point, thanks.

Commissioner Blank asked City Planner Brian Varricchione the draft here that we have is document, you sent us today an email.

City Planner Brian Varricchione replied yes.

Commissioner Blank asked are we going to accept this draft as part of this.

City Planner Brian Varricchione replied I was going to remind you that there are still two draft documents which were included, the one that proposed changes to the Comp Plan and the other

that proposed changes to the zoning chapter and neither of those have been packaged into this motion.

Commissioner Blank asked wouldn't that take care of in essence what you were trying to accomplish anyway if we did adopt them.

City Planner Brian Varricchione replied if you specifically make those part of your motion then that would accomplish that.

Chair Negelspach asked can I entertain a motion then.

City Planner Brian Varricchione replied you can also make a motion, then second it and then amend it, with a friendly amendment if that is somehow simpler.

Commissioner Blank stated I just thought of it as more of an attachment to what we are already doing right now as part of our exceptions, inclusion, I don't know. So I am just trying to figure out what we call this, the overlay, the draft airport employment overlay zone draft.

Chair Negelspach replied the current 10-26-10 draft of the overlay zone.

Commissioner Blank replied yes, 10-26-10 there you go, use the date, that works.

Chair Negelspach replied because the other is a draft as well and the current draft 10-21-10 draft of the Comprehensive Plan. We were trying not to flip through the documents Brian but we ended up having to flip through them. So do we have a clear enough motion then? Would you like that restated?

City Planner Brian Varricchione asked would you like staff to restate that for you?

Chair Negelspach asked City Planner Brian Varricchione if he would help us with this.

City Planner Brian Varricchione stated I believe the recommendation that was proposed was to accept the proposed agenda items with the following exceptions: make a recommendation to preserve Crown Zellerbach trail to the extent possible, an exception to eliminate area southwest 2 and area southwest 3, so neither of those would be included in the UGB. I will make a suggestion that if that's the case the EOA capture rate would also need to be adjusted to reflect the proper amount of land to correspond just to SW 1. Recommend to amend Chapter 17.136, which is the annexation chapter, to add a line for the Airport Employment Plan Designation to automatically receive Public Use Airport zoning, recommendation to include the October 21, 2010 draft of the Comprehensive Plan proposed amendments and then the October 26, 2010 draft of the proposed overlay zones.

Commissioner Dackins moved and Commissioner Frenz seconded the motion to accept amending the Comprehensive Plan to incorporate 2010 Scappoose Economic Opportunities Analysis (EOA) and 2010-2030 Columbia County population forecast; Remove outdated information from the Comprehensive Plan and add key findings and policies from the Economic Opportunities Analysis; Add new airport employment Plan designation and overlay zones to implement the Economic Opportunities Analysis; Amend Scappoose Urban Growth Boundary to meet industrial and commercial needs identified in the Economic Opportunities Analysis and to

include a regional park area, make a recommendation to preserve Crown Zellerbach trail to the extent possible, exception to eliminate area southwest 2 and area southwest 3, adjust the EOA capture rate to reflect the proper amount of land to correspond just to SW 1, recommend to amend Chapter 17.136 to add a line for the Airport Employment Plan Designation to automatically receive Public Use Airport zoning, recommend to include the October 21, 2010 draft of the Comprehensive Plan proposed amendments and the October 26, 2010 draft of the proposed overlay zones.

Motion carries. (6-1) Chair Negelspace, aye; Vice Chair Shuman, aye; Commissioner Blank, aye; Commissioner Frenz, aye; Commissioner Dackins, aye and Commissioner Cairns, aye. Commissioner McGarry, nay.

Calendar Check – Fall meetings November 18, & December 9

Commissioner Cairns will be gone on November 18.

Commission Comments

Commissioner Blank stated this discussion tonight only means that it moves forward to have more discussion and then that discussion the City is already planning for a large scale turnout and the facility will be larger than the facilities here.

Chair Negelspace stated there will be more opportunities for people to speak on this.

City Planner Brian Varricchione explained at the County they will have both Planning Commission and Board of Commissioners hearings.

Staff Comments

City Planner Brian Varricchione stated he would like to say that the Planning Commission did a nice job listening to everyone and that you took your time.

ADJOURNMENT

Chair Negelspace adjourned the meeting at 9:57 p.m.

Chair Chris Negelspace

Susan M Reeves, CMC
City Recorder