

**City of Scappoose**  
**Ad-Hoc Economic Opportunity Analysis Advisory Committee Meeting**  
**City Hall: March 2, 2010 / 6:00 p.m.**

**Call to Order**

Chair Donna Gedlich called the meeting to order at 6:03 p.m.

**Present:**

Chair Donna Gedlich, Scappoose City Council, Brian Varricchione, Scappoose City Planner, Jesse Winterowd, Winterbrook Planning, Don Hanson, Otak, Greg Winterowd, Winterbrook Planning, Scott Shumaker, Otak, Gary Fish, Regional DLCD, Bill Kessi, Citizen, Brian Rosenthal, local commercial property owner, Marie Gadotti, land owner, Jon Hanken, Scappoose City Manager, Bill Blank Scappoose Planning Commissioner, Rita Bernhard, Columbia County Commissioner and Paula Miranda, Port of St. Helens.

**Approval of January 26, 2010 Advisory Committee Meeting Minutes**

Bill Blank moved and Rita Bernhard seconded the motion to approve the meeting minutes from the January 26, 2010 meeting. Motion passed unanimously.

**Review of EOA Changes Based on Advisory Committee Comments ~**

Jesse Winterowd, Winterbrook Planning explained what we are going to talk about today is a series of items. He explained they are starting off with some economic opportunity analysis, changes suggested at the last meeting. These are generally concise comments that the committee gave them and they made a few changes. He stated for one thing there has been an executive summary and a new appendix to make it easier to read and understand. He explained from the comments there was important concept of emphasizing the downtown retail core. Johnson-Reid added a little more language on that specifically so it could be more emphasized in the document. In additional there was a request that we add overnight lodging, previously it had zero acreage in the overnight lodging column for need. He explained they asked Johnson-Reid to fill that out to make sure there is an actual target industry of overnight lodging for Scappoose. So they put in 2 overnight lodging sites, fairly small and associated commercial spending impacts in from that for a total of about 7.5 acres of land need based on that overnight lodging. He explained they changed some information based on staff and committee comments relating to retail vacancy levels, square footages and changed a few tables to reflect the rest of those changes. He explained those are the changes to the EOA that they made based on the committee's comments last time. He explained we also heard a comment here about emphasizing recreational needs which is something that we heard and responded to as to be able to see in our northeastern concept map, a small recreational area associated with the proposed airport employment and industrial area. He asked the committee if that covered their concerns.

Chair Gedlich thanked Jesse Winterowd. She stated she would like to ask this committee if they would like to approve the final draft of this. There were no questions. Chair Gedlich stated if there are no questions she is assuming the committee is approving this final draft.

### **Public Facilities Study Inside UGB (Chapter 1 of 2)**

Scott Shumaker, Otak, explained he is going to go through briefly the existing UGB infrastructure report. He explained what we did with this is we took the most recent master plans that the City has done and summarized that into a smaller document, so they would not have to go through all the reports but kind of see the big picture of how the existing UGB area is served.

Scott Shumaker stated for the water system what we have found is there are some deficiencies in serving some of the UGB areas that are outside the City limits but for the most part that is pipe extensions or replacements, small replacements of other existing pipes. He stated not a very big issues as far as development of those areas. He explained there are some source issues with the City, right now it seems like it is fine. He explained the studies have gone out to a 2020 year horizon and it is showing pretty much supplied right up to the 2020 horizon. He explained one of the things we haven't done at this point is to take a look at the population estimates that were put together, the last study was done in 2001. He explained a lot of the consumption or this future demand is predicated on a residential expansion so that is one thing they will check in the part 2 portion of the report. He explained the other thing that they are looking at is a lot of the areas that have yet to develop as an industrial use. He explained there are some maps in the back of the report. He explained they kind of broke some of the areas into areas A, B, C and D. He explained areas B and C are mostly industrial and depending on the industrial use there is typically not a huge amount of demand for that use, unless you get a user that has a huge water need.

Scott Shumaker stated on the next discussion which is wastewater/sanitary sewer, again the transmission system there's defiantly some pipes that are close to capacity with development in certain areas of the City there are pipes that would need to be replaced pretty quickly. He stated one thing to note that service for area "B" appears to be dependent on area "C" developing first, or at least the sanitary sewer system being developed in that area first and that would be the northern portion of area "B". He stated this doesn't seem to be a major obstacle.

Scott Shumaker stated the next area is Stormwater and the Stormwater system seems to be, like most cities, it is pretty localized. He explained as development occurs it seems to take care of itself; there are facilities that are done with each development. He explained there is one area, future development in area "D" the master plan talks about some good size conveyance systems that may need to be installed at some point in the future. He stated this isn't really a concern for the existing UGB areas from a storm water standpoint from the way the systems typically develop.

Scott Shumaker explained the last area that we went through was the transportation system and he would note here that this was a summary of the last TSP update and the Rail Corridor Study. He explained DKS is on this team also and they are going to be doing a little bit more in depth study of the transportation system.

Scott Shumaker stated for each of these portions, these four areas there is a map that should be at the back of your packet. He explained we broke those areas down mainly so we could speak to them in the narrative so the committee would know where to look.

Bill Kessi stated in area “C” the need for sewer expansion is relatively small isn’t it because that is just a piece of future industrial lands, so that shouldn’t be a big issue should it? Scott Shumaker replied it probably is not going to have a huge load, it would depend on the development that were to occur. He explained because of the grade and where the existing system is there would probably be collections of that area near West Lane Road and Highway 30 then it would have to be pumped or lifted to the gravity system. He explained that is actually one of the reasons that the northern portion of area “B” is dependent on that system because it would flow downhill into that system.

Bill Blank stated he noticed that the reports made sure it was clear to identify the fact that it is not looking at new proposed improvements but rather looking where all our existing proposals were and stuff like that. He asked based on this do you see it as an issue at all if we do have an opportunity for a new business that wanted to come out here and relocate; maybe we could fit those improvements that are needed or are those issues that we would run into later based on what you already know about.

Scott Shumaker asked if there is a specific area or is this a general question. Bill Blank replied this is just a general question. Scott Shumaker replied if it was a chip plant that needed a lot of water that would be an issue. He stated if it didn’t have a huge water requirement it probably would not be an issue.

Marie Gadotti stated she would like to know the places that might need more water, isn’t there available water on the channel to do some of those kind of things, that a company could tap in to? Scott Shumaker replied it appears there are some restrictions on new water sources, it would likely have to be a new well if additional water is required.

Paula Miranda stated what you have here is the current UGB and what the needs are currently but you are not taking consideration what is to be brought in and how the infrastructure is to get there, correct? Scott Shumaker replied correct, this is really a look for the existing UGB. He explained part two of this we will begin looking at other areas adjacent to the existing UGB.

Chair Gedlich asked if the committee is in agreement of the first part of the infrastructure report so we can authorize them to move on to the second part for the next meeting. She asked if everyone is in agreement. She stated so we have approval of this, thank you so much.

## **Statutory Priorities for the Direction of Growth**

Jesse Winterowd, Winterbrook, explained he brought to the committee a memorandum relating to the directional requirements and considerations that the City and the State look at when they are proposing to create new industrial land. He explained what we learned from the EOA was that we had a need for a certain amount of industrial and commercial land beyond what is already in the UGB. He explained the memorandum describes how you look around the UGB and determine where it is that you should put these sorts of land. He explained this memorandum especially is dealing with industrial because for one thing that is easier to deal with in this case than commercial. We will be dealing with commercial in the next section. He explained what we have from the EOA are certain requirements for industrial sites. For example they should be flat sites, they can't be steeply sloped. They shouldn't be on wetlands or floodplains; they should be close to a transportation system that the trucks can go on. They should be on site sizes that are consistent with the Economic Opportunity Analysis and they shouldn't be close to or passing through residential areas, unless that can't be avoided. They also need to be able to be served by sewer, water and other facilities, which is something that Scott is working on. He explained one of the large priorities for getting through the State system is that industrial land should be less impact, the least impact possible on agricultural and how we deal with that is the State has a system of priorities where you should go to the worst soils before you go to the better soils and if possible you should go to land that is not classified as agricultural soil at all before you go to agricultural soil. He explained so those are the basic priorities in the State system to site your industrial land. He explained he made a series of maps that go through these priorities. He explained map one shows the soil types. He explained as you can see from the map the bad soils are typically on the west side of the City and if you are going straight by the priorities those are the soils that you should be looking at first because they are the worst and they are also generally residential exception areas, so they are not classified as farm land. He explained if you are just looking at this you would think, okay west there is the direction you should be going, but as anyone can see looking out toward the west there are some hills out there so they don't really meet the slope siting requirements that we are looking for or the site size requirements, the larger sites that we are looking for. He explained so we have sloped land that is cut up in smaller parcels to the west. He explained when we add in floodplain and riparian areas, streams, that we are looking at we can see land to the north becomes less of an option and there is even less land to the west that has opportunity to grow on. He stated finally when we have map 4 where are the existing industrial areas, you want to be compatible with that and a big deal with the EOA is the airport and related employment and that should be near the airport. He stated we end up with not a whole lot of good options for industrial expansion around the Scappoose Urban Growth Boundary. He explained the lowest soil classes, as in highest priority for expansion or technically worst agricultural soils are near the airport to the northeast of the City and that is also where there is a good road connection and not very many impacts on residential land as well being near the airport; which is a very important thing and large site sizes. He stated for all of these reasons industrial land is pointing in one direction around the Scappoose UGB and it seems like a fairly straightforward choice for where to expand industrial.

Brian Rosenthal explained he has been thinking a lot about expansion for Scappoose and the southeast area not adjoining with Havlik but going a little further south, light industrial zoning in Scappoose allows for big box stores, allows for distribution centers and manufacturing, of course anything airport related should be out at the airport but he can't imagine a Home Depot locating out at the airport. He stated he can't imagine somebody where transportation is a very significant portion of their business would want to be located at the airport. He stated it would seem to him that southeast area, if you don't give the opportunity to businesses to be located in that area the airport really isn't an option, they just won't come. Jesse Winterowd replied he agrees. He explained he thinks what Brian Rosenthal is mainly talking about is businesses that need exposure to the highway. Brian Rosenthal replied not just exposure; he is talking location because if you have to drive an extra 10 minutes from the southeast location to the northeast location that could be enough to push people out, considering that is an option. Jesse Winterowd explained Home Depot or that sort of business is not really what we are looking for in the industrial areas. He stated one thing we are trying to do is set that sort of concept up in the highway/commercial. Brian Rosenthal feels distribution is going to want to be located at the south end of town and that would be light industrial. He stated from a quality of life standard for the City it would be better to have them at the south end of town so the trucks didn't have to drive through town and impact the current traffic issues.

Jesse Winterowd explained one of the things we are doing with this is a transportation impact study and going south if you are going to Portland, it makes a lot of sense to be closer to Portland.

Greg Winterowd stated as a process idea it seems to him that agenda item 7 where we are talking about highway related employment might be the place to pick up this conversation, because it seems pretty important.

Chair Gedlich feels this should be discussed under agenda item number 7.

Jesse Winterowd explained there are still some concerns regarding priority agricultural land and that the northeast is a higher priority technically when you are looking at the soils map. He thinks that is definitely a good idea to look at transportation highway related uses. He stated if you have a light industrial use that would really benefit from being closer to Portland to the south of the City is something that is definitely worth talking about. He stated what we have tried to set up here is primarily large site needs and airport related needs near the airport as that was a focal point of the EOA.

Gary Fish explained Brian and he have talked in the past and they have had a lot of discussions around this that ultimately to make the EOA work it is going to be necessary to take a look at the allowed uses in the City's zones. He stated one of the questions that is going to need to be answered when you do a UGB expansion is "Have you made the best use of your land inside the UGB." He stated if you want to expand for light industrial and you are allowing big box commercial in your light industrial zone it probably is not going to work in your favor.

Greg Winterowd stated he thinks Gary is right on this and we have to make sure, and this is for a future meeting, that once we decide the direction, the types of industries we want in commercial, and the types of commercial we want, we don't want to be in a situation where we are allowing the highest bidder to use up very valuable land right near the airport when we need it for airport related uses.

Bill Blank stated when you are looking at the south and looking at the dike area there is already some element of warehousing already out there and it seems to be a good location. He stated when you go north off the highway in the county there is some flat land where a big box store would fit between us and say some other major city like St. Helens. He sees where those are the places that maybe those developers might be looking at.

Gary Fish stated they are probably not going to be allowed in the County zones, even the exception areas have limitations. He explained rural commercial for instance probably is going to be limited to less than 3,500 square feet and 35,000 square feet for rural industrial. He stated so you are not going to be able to fit something like that in the county even in one of their suburban commercial zones.

### **Industrial and Airport Related Employment Lands**

Don Hanson with Otak, explained he will make some brief overview comments. He brought a larger version of the map that was included in the packet. He stated basically what this map shows quite simply is extending essentially a loop road around the airport, which would start at Crown Zellerbach Road and extends north to Moore and back. He explained the thought with the concept plan is that it would encompass all the industrial land that we need within that road. He explained the idea is once you get into this area is to create a configuration that would enable people to do different sized parcels. He stated we know on this industrial collector road we want 600 foot spacing for access points into development parcels so the road flows well. This plan shows essentially the ability around several intersections to do sites that could be divided down to two and three acres in sizing because as we all know most people in Oregon work for small companies. He explained the other reason we pushed the road out to the edge and provided three access points/roads in is so that we can get taxiway access to use the airport; that is the real asset out here. He explained the parcel itself as it develops it would grow from the south and be phased; the south is where the utilities are today. He stated one thing he wants to emphasize is that as they make this road linkage over to Moore this needs more research.

Chair Gedlich stated on the map it shows a green area are those parks. Don Hanson replied it was designated as a public land site. He said the southeast parcel is our idea, we think it is a good idea. Paula Miranda replied the little triangle one is already owned by the County and that is a County Park.

Gary Fish explained he remembers when the whole Crown Zellerbach intersection questions were coming up with ODOT and the discussions with ODOT was that road

connection back to Highway 30 at the north end was they pretty much preferred it went away or everybody forgot it was there and hopefully everybody would use the new Crown Zellerbach intersection and it seemed to him that is kind of a temptation to get traffic back out and it is almost impossible to head southbound.

Don Hanson explained this certainly relates to everybody going south on the highway we don't want to have a long dead end, he showed where they would come out. He stated it is really a matter of geometry. He stated we can't forget that the intersection is there but we can certainly discourage the movement.

Greg Winterowd explained they have been working with DKS on transportation issues and down the road Highway 30 is going to get more congested even if we do nothing, that is problem that we face. He stated the transportation engineers are emphasizing the importance of alternative north-south routes and that issue is going to go up as a big deal in the future of Scappoose for any plan that we have and as we move through this process transportation is going to be an issue that we have to face.

Bill Kessi stated I don't think you have a problem with your highway intersection there for traffic going north but you definitely do south.

Jon Hanken stated one thing that he does want to comment on in terms of the West Lane intersection at Highway 30 is the City does anticipate a traffic light going there are some point in time. The City has had discussions with ODOT regarding that. He stated one of the key reasons why he believes there is a traffic light going is if you look at the current existing UGB we go up to Wikstrom Road, which is right across the street, you are going to have a traffic light because as that west side develops you are going to have the same problem with traffic trying to go from the west side and go north. He stated the other thing that is not going to happen is trying to get railroad crossings is almost impossible and there is no way we are going to give up an existing crossing.

Bill Blank discussed the issue of residents on Ring-a-Ring Road, just from general comments that he has heard that they kind of expect some day that they will be absorbed. Paula Miranda explained that is definitely something those folks are expecting and the Port has already spoken to every owner and showed their desire to purchase those properties just because of the type of use. She explained the Port already purchased one and the FAA already told the Port that anytime they are available to purchase them.

Chair Gedlich asked the committee due to the presentation do we have approval of the final draft for the industrial and airport employment plan map that we just reviewed.

Marie Gadotti asked if the committee approves this then what does that do if we want to take some of that industrial and move it down to the south end if we approve it does that conflict with discussion at the other end.

Greg Winterowd stated when we say we are approving things this allows us to go on to the next step and all of this has to be reviewed by the Planning Commission of both the

City and the County and something that has not been discussed a lot here is that the County is an equal player in this UGB game. The County must approve everything that the City does or it doesn't happen that is the way it works in Oregon.

Don Hanson stated this is a concept level map and he feels what Greg is saying is it needs some refinement, it needs to be tempered with this committee.

Chair Gedlich asked if we have everyone's approval and move on. She stated lets move on to agenda item number 7, Commercial lands.

### **Commercial Lands Alternatives**

Jesse Winterowd, Winterbrook, explained he thinks a lot of this can also apply to the highway related industrial distribution concept. These are a lot of similar issues as we had with industrial in terms of priorities for expansion and what you would need to or you shouldn't be on wetlands or floodplains or steep slopes but what we are looking at primarily in commercial needs was highway commercial which needs to be visible and accessible from the highway. So it is pretty limited where it can go around the UGB since it has to be on the highway. What he wanted to make clear before going through these options is they aren't set up in an order, they are just random option order. He explained when he says priority he means land use priorities, not your priority as a committee. He explained what he wanted to do at this time is go over the pluses and minuses of different options around the UGB, north and south, east and west along the highway of this concept and get the committee's direction on what they would want to do and feel comfortable trying to pursue. He stated since there are a lot of pitfalls with different directions and advantages.

Jesse Winterowd explained he has a map, agenda item 7 map, which shows the different options that he is talking about. First Mr. Rosenthal last meeting talked about the potential for rezoning some of the land on the south side that is already in the existing UGB and looking at that for potential commercial uses. The concern that we had immediately with that was the impact on residential land because the UGB is suppose to provide a supply residential land. We would have to make sure that we would maintain at least the existing supply of residential into the future rather than go into a large scale residential land need analysis. He explained the second option listed here is to the northwest, where you have commercial land already. He explained it is along the highway and there are some residential exception areas. It is a higher priority in the State system for expansion in that direction. It would require a north-south connection back behind the existing commercial but that is possible due to the lack of large scale existing development there. He explained the third option to the northeast there is a pretty big host of troubles that way. It is developed residentially and there is a lot of floodplain and it is right next to the tracks. Between the tracks and the floodplain is a pretty small area and not a real good access. He stated if there is any option that he likes the least in terms being a possibility here, that would be the third option. The fourth option that we are looking at is south of the UGB on the west side. In that area we have an existing road that provides some north south connection. It is an exception area so it is higher priority in the

Statewide system for expansion there. It has existing residential development, it also has a cemetery but it is an option. He stated the fifth option is on the southeast and that has some issues primarily that it is agricultural land where the rest of the options are not. So that is a lower priority from the State perspective of urban growth expansion. The positives sides are that you have just improved the intersection and spent a lot of money on making that area accessible both for north-south connection to the north of that and for the emergency access and for residential access on to the highway. He stated the point of that is previously there wasn't much of an opportunity there and that is a positive for putting a development there. He wanted to get the committee's opinions on these options. He asked what is the committee's vision for Scappoose and where do you want to go with commercial.

Chair Gedlich stated earlier she expressed her concern about option five. She stated as you know I have lived in the City for almost 40 years and there has always been a problem for people that live in the southeast portion of town; whether it is going to the high school or going further to the south it has been a problem. With the opening up of Havlik Drive this community now has an opportunity to build south of Havlik Crossing, possibly to expand the Urban Growth Boundary to Johnsons Landing Road. She stated whether this happens in 5 years or 20 years she would like that to happen because she believes that without having any crossings across the railroad tracks going to the east there will be no development at all in southeast Scappoose. We really need to expand the Urban Growth all the way to Johnson's Landing and have a parallel street that would go north and south and maybe have a portion of that Urban Growth Boundary zoned commercial or light industrial with perhaps some residential. She explained if we don't do this at this time she knows it is going to take time and money and a lot of effort and a lot of cooperation between private and public entities to make this happen. She explained she thinks in the long run when we are looking for our population in our community to double, which we are hoping to do, to bring in lots of jobs. Since we are so close to the Portland area she feels economic opportunity is a plus.

Greg Winterowd replied as we talked about earlier today it is very difficult to find a north- south road, a linkage on the east side of town to relieve traffic on Highway 30. He stated on the other hand there is an awful lot of land down there, everything is farm land and it would be a big chunk to bite off now and difficult in terms of State wide planning goals. He stated if you were to proceed with something like this it would take looking at the economic opportunity analysis again and refining the siting criteria for commercial in that location, explain why it is so critical to have commercial. He has heard a number of things: he has heard access to Portland, relatively flat land, with slight slopes and there are also difficulties in consolidating small parcels within exception areas. He can guarantee if the City went that directions there would be discussion with the State about it and it would not be an easy road. He stated one possibility to think about is that Scappoose has been growing rapidly from a population standpoint. The County has prepared the population projection. There will be likely some unmet need for residential land that could be possibly worked through by the concepts of complete neighborhoods where we look at areas that access to commercial and a nice residential area for families. He stated there is a little bit of nervousness about this option, on the other hand it seems

like a possibility if we were talking about the big box business or something like that, there might be a case that could be made. He explained he is also certain this is not a case that would be looked at initially with favor by the State.

Chair Gedlich thanked Greg Winterowd.

Gary Fish explained he just wanted to add that if part of the land in the south were to come in as residential or that was the desire probably wouldn't have as easy of route around that exception area with the slopes, to the west, as you do with industrial where you have the case where you need basically flatter land for that. Residential on the other hand doesn't have that comparative advantage and you are not going to be able to explain away the stuff that is still in the Urban Growth Boundary towards the hills. He explained the other thing is that is a really big bite of land and he knows from previous discussions that Jon would like to see it down to the next road down there, for the railroad crossing, that is a huge bite. He echoes what Greg Winterowd stated.

Jon Hanken stated he recognizes the difficulty but the other thing he wants to throw out is remember we are planning for a community for the next 100 years so again there are a lot of changes that are going to happen. He stated the one thing that he is pretty certain of the rules related to railroad crossing aren't going to change.

Rita Bernhard stated to her if we seriously considered going that route she is not sure that it would be the best thing to try to put residential down in there. She stated to her it would be a much better spot to use for commercial or light industrial.

Bill Blank asked what if you were to marry ag business development in that area much like Sandy. He is just throwing that out as a thought.

Greg Winterowd explained they recently worked on a project in Junction City for a 100 acre grain mill and they had certain location requirements, they have rail access, highway access requirements, flat land and we went through the analysis and they actually got everyone to agree that was a good idea. There are not a lot of grain millers around. He explained the agricultural business is something that we didn't look at very much in the EOA, he doesn't believe. He stated there are a lot of nurseries around and there might be some opportunity around that. He explained as he thought about what Gary said and listened to the group discussion, the need for the north south access and listened to Jon it seems to him that the best case that could be made with the data that we have now would be for some highway related employment use but also what he heard a great place for residential. He stated it would be possible to develop specific siting requirements that would be plausible for a limited amount of highway related employment that began the north south link that we are talking about connecting eventually to the airport. There is a problem with that because you have to get an exception for the road to go outside the UGB, but it could be a start in that direction. Perhaps looking further north than east there might be some option for limited residential associated with that road because he thinks that road is a priority. He explained the other thing that is going to be in the background with everything we do, if there is any highway commercial that you have it is going to

put a lot of traffic on Highway 30 and Highway 30 is going to be increasingly an issue and ODOT is a big player in this and it involves a lot of negotiation. He stated he could tell the committee to do is simply go to the exception area and that has limitation but is also easier. He explained he is getting from this group is so what we would rather do the thing that we think is best.

Chair Gedlich wanted to clarify something she said earlier and she knows how difficult it is to get various zones into the Urban Growth Boundary so she just threw out commercial or light industrial or residential or manufactured housing, she just thinks that it is very important that this arterial road going north and south will take a lot of traffic off Highway 30 and she also believes in the next 20 to 25 years that this community is going double. Well there is really no way to go north for residential so we are going to be limited to either the southwest, which is Dutch Canyon, or the southeast and so that is why I would at least like to look into, since we starting this procedure and we are dealing with State agencies and County agencies and the County, our local government trying so hard to establish an economic development base and we need to do everything we can whether or not it is 10 years down the road or 15 years down the road. When she moved here in 1970, as she said earlier, the City has doubled since she moved here. She thinks the population wasn't even 1,800 now it is 6,500. She stated 40 years from now we are going to be down to the County line.

Greg Winterowd stated he has a suggestion for moving this forward, he is sensing from most of the group that there is an interest in the southeast alternative, pursuing that to some degree, he asked the committee if that is accurate. Some of the committee members responded and said yes, it is part of the package. Greg Winterowd explained so we are going to be coming back to you next time with more information on transportation. He stated sewer, water, storm, those are pretty easy, except maybe finding a water supply source. Transportation is always going to be the big one and so if we can bring DKS and we look at a scenario and we talk with ODOT first, clearly we involve ODOT in these conversations before they come back to this committee and say what would it look like to have that north south connection which would require taking agricultural land out of production in order to build the road and then have the discussion about what that would entail, put together some siting criteria we would add to the EOA, discuss these with both the economic development and the land use side of the State agencies and with ODOT and get a much more refined version than the one paragraph pros and cons that we prepared for you today. He asked the committee if that would be something that they would want them to do. Some of the committee members said yes.

Bill Kessi stated he would have to disagree with Donna on the direction of residential, you mentioned there is nothing residential north, actually you have better residential north than any direction in this City. You have a couple hundred acres just north of Scappoose that you could pull in that they were talking about the slight slope and all that other stuff, idea for residential. That is not in the Urban Growth Boundary at this point.

Chair Gedlich stated that is what I was talking about. When you look at this map, this would be perfect. Chair Gedlich stated what she was looking at was what is existing and

where we think that we are kind of going. She knows there is land up by Fullerton Road, north of Wikstrom. She stated there are a lot of people that want to live closer to their community, so she wasn't thinking of 4 or 5 miles out of town. She was kind of thinking is (she pointed to the map). She would really like to at least inquire and look into it because we don't know what all of this land outside our Urban Growth Boundary in the County, we don't know what they are planning to do in the next 20 to 25 years and there are a lot of opportunities up there that we have no clue of what's going happen.

Bill Kessi replied he agrees with Chair Gedlich 100% but by the same token when you said we need to go south with the Urban Growth Boundary for residential I disagreed with that 100%. He stated he also agrees with Rita Bernhard with not mixing commercial, residential and industrial. He is not for that at all. Chair Gedlich stated she is not for that either.

City Planner Brian Varricchione explained Greg posed a question about what information to bring back to the next meeting with respect to transportation and his recommendation would be for examining that option 5 on the southeast at the same time you examine option 4 on the southwest.

Greg Winterowd stated he thinks what they have done is given the committee a taste of some of the issues and then the committee has brought up a lot of important points and what we would need to do is really a complete matrix that looks at all the factors, the ODOT factors, the priority agricultural land factors, the specific requirements of commercial and other employment needs we could sit down and look at it and give the committee their best opinion about the risks and benefits involved and see where the committee wants to go.

Chair Gedlich asked if the committee thinks we should direct the consultants to amend the EOA to identify site requirements for commercial land to the south, southeast and the southwest that has direct access to the highway. She asked of the committee agrees to bring the information back next time. A couple of yea's from the committee members.

Gary Fish stated he wanted to make a point you are talking about a 20 year planning horizon and as we talked about earlier the numbers are going to balance, so realize what you are doing when you are saying bring those numbers back. It is going to require that balancing as well as meeting the priorities and one final point he wouldn't want to write the exception for that road.

Chair Gedlich stated she thinks we really need to at least investigate the possibilities and get as much information as we can because of the future of our community.

Brian Rosenthal explained he did some calculations a few weeks back going from Halvik down the next road if you only went a 1,000 feet wide it is a little over 80 acres so if the goal is to get the road in so later on you can go back and do that you don't necessarily have to take the 3,000 foot wide slab. If you go 1,000 feet you are looking at 80 acres which is kind of the parameters of what we talking about it is not necessarily reinventing

the wheel and if you took the southwest portion that was on the east side of Old Portland that is another 5 so you are looking at 87 acres or so. It doesn't necessarily mean that we are going back to ground one. He stated you put a little industrial over there, commercial on the southeast portion, put maybe expanded commercial maybe on the southwest. He understand the road and the transpiration issues are substantial but at least from the acre standpoint, depending on how wide we make that path, it doesn't necessarily have to be 300 acres or something like that.

Chair Gedlich asked the committee if everybody is in agreement that we want to get at least a little bit more information.

Marie Gadotti stated the question she has is commercial because she has always believed if you are going to use land you use it to the best, wherever that is and if we are taking land out here, which she thinks is what we are talking about, are we allowing for those places that need 20 acres, if you are just talking commercial are you allowing for the businesses that need acres outside of housing because that is the people that are out there looking for places because they don't want to mess with housing, they don't want to be next to housing and they want a place they can go out and have 10 or 20 acres and when you build the infrastructure that is being built for that instead of trying to fit it in something that won't fit. She asked so is commercial enough of a definition.

Chair Gedlich stated she is not sure if we are talking about commercial. Marie Gadotti replied that is what she is asking.

Don Hanson stated and that is a darn good guess but I think it might be narrower and I would suggest that we do maybe look at a scenario down there, kind of put a road in. Jon's comment on crossings over the rail, I found very compelling, you have very few of them. Chair Gedlich replied five. Don Hanson thinks maybe when we look at the scenario we kind of think about those parcel sizes. He doesn't see it as all commercial. He stated one thing Chair Gedlich said was direct access to the highway but it wouldn't be direct access to the highway, it would be a frontage road, kind of situation. Chair Gedlich replied right, it would be an alternative. Don Hanson stated the key is that it is a parallel route to the highway which is really a need in the community.

Marie Gadotti replied the problem with Scappoose is no matter where they go it is agricultural land and you are taking in class two and three by the airport and class two and three down on the south. So you are taking the soils, basically the same soils they are just scattered more in the southeast part, but you also have an area down there that is already surrounded by development. She stated we have a lot of industrial development down Johnson's Landing Road now. Don Hansen stated he thinks as Greg mentioned a little earlier if we are taking this kind of broad stroke look at traffic and transportation issues looking at this scenario and understanding it more has merit.

Greg Winterowd stated the answer is may not know at least we are looking down the road and we are keeping this idea fresh because sometime and he doesn't know what year that will be it makes sense for Scappoose to grow to the end of the floodplain on the eastside.

He wants to underscore what Gary said too that is if it is residential it is almost impossible to make an argument to bring a lot of ag land in residential when you have exception areas all around the urban growth boundary.

Chair Gedlich thinks what the State has to realize is the matrix's of our City because the lack of railroad crossings there is no accesses so if you want to grow you have to have that access.

Chair Gedlich asked the committee if everyone is in agreement that we want the consultants to bring us back information at the next meeting and we will put it on the agenda.

### **Future Advisory Committee Meeting Schedule and Agenda**

Chair Donna Gedlich stated she shows the next meeting scheduled for Tuesday, April 6, 2010 at 6:00 p.m.

Bill Blank asked about residential. City Planner Brian Varricchione replied no not exactly, he was referring to Old Portland Road as an existing road that could serve employment lands, specifically excluding residential from this discussion just because to crack open the residential it turns into a much different project where this just focuses on economic development and it does not include the Citywide analysis of the 20 year residential lands. He stated that might be the next project.

Chair Gedlich stated if anyone has any questions, concerns, or comment please email or call her.

Greg Winterowd stated this is an incredible lot of work we did today, we went through a lot of material. He feels the group did a great job and Chair Gedlich did a great job and he feels now we are able to focus on the commercial issues.

Chair Gedlich thanked everyone for all their work tonight.

Chair Gedlich adjourned the meeting at 7:47 p.m.

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Chair Donna Gedlich

Minutes typed by:

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Susan M Reeves, CMC, City Recorder

