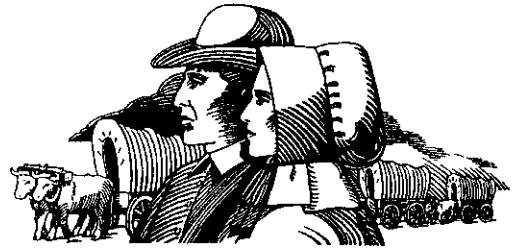


# CITY OF OREGON CITY

## PLANNING COMMISSION

320 WARNER MILNE ROAD  
TEL (503) 657-0891

OREGON CITY, OREGON 97045  
FAX (503) 657-7892



## AGENDA

**City Commission Chambers - City Hall  
June 6, 2005 at 6:00 P.M.**

The 2005 Planning Commission Agendas, including Staff Reports and Minutes, are available on the Oregon City Web Page ([www.orcity.org](http://www.orcity.org)) under PLANNING.

### PLANNING COMMISSION WORK SESSION

6:00 pm – Park Place Neighborhood Stakeholder Involvement Strategy Work Plan  
*Update and Discussion*

7:00 pm – Beavercreek Road Access Management Plan  
*Update and Discussion*

NOTE: HEARING TIMES AS NOTED ABOVE ARE TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.

# **Park Place Neighborhood Stakeholder Involvement Strategy Work Plan**



**Park Place Neighborhood  
Stakeholder Involvement Strategy Work Plan**

**March 2005**

**Project Members**

**Portland State University  
Master of Urban and Regional Planning Program  
Workshop**

**Sonoko Endo  
Masud Bin Hasan  
Lake McTighe  
Ryan Marquardt  
Tom Moes  
Linda Murphy**

**Project Client**

**Park Place Neighborhood Association  
Oregon City, Oregon**

## Introduction

Because of the recent expansion of the Urban Growth Boundary (UGB) around Park Place Neighborhood (PPN) in Oregon City, Oregon, there is a need to identify key concerns and opportunities before development or annexation of the area occurs. This project will aid residents and other Stakeholders, such as land owners outside of the city limits and adjacent to Park Place Neighborhood and the Oregon City school district, in identifying these key concerns and opportunities, especially as they relate to the integration of the expanded UGB area and adjacent county land into the existing neighborhood; a Stakeholder involvement process of community forums will be the primary method used in this process. Background research and an analysis of existing conditions will be conducted to understand the area's unique historic background and milieu and to develop a set of recommendations for future community Stakeholder involvement in the city's upcoming concept planning process for the UGB expansion areas.

## Project Goal

- *Identify the key concerns and opportunities associated with the expansion and possible annexation and development of land abutting Park Place Neighborhood.*

## Project Components

- *Research literature and case studies for successes and lessons of the integration of new areas into existing neighborhoods.*
- *Prepare existing condition report on land use, transportation, demographic, and infrastructure.*
- *Develop and conduct an open participatory Stakeholder involvement process.*
- *Provide examples of equitable development and sustainability.*
- *Assist the Park Place Neighborhood Association in identifying committee structures for guiding the neighborhood through the concept planning process.*

## Project Overview

In December 2002 over 738 acres of the Urban Growth Boundary expanded around Oregon City. The city must conduct and finalize a concept plan for these areas by 2007<sup>1</sup>. No development or annexation can take place before a concept plan has been adopted. The purpose of the concept plan is to create an integrated planning process that involves Stakeholders in developing a vision and guide for the future land use and transportation alternatives for an area. Concept plans ultimately lead to implementation measures (such as zoning, public facility plans, and transportation projects) the guide the area's physical development.<sup>2</sup>

Eighty-two acres of the expanded UGB areas are adjacent to the Livesay Road area, a small community of approximately 178 acres that is outside the city limits and borders Park Place Neighborhood (see Map 1, page 4). A local development firm owns, or has options on, all of UGB Area 24 and 84 acres of the Livesay Road area, and has initiated preliminary concept plans for a development called Park Place Village (see Map 2, page 5). If annexed by the city the UGB area 24 and the Livesay Road area would become part of Park Place Neighborhood.

Residents are concerned about how potential annexation and development will affect Park Place Neighborhood and surrounding areas. One major challenge of newly annexed areas and developments is how these areas will integrate into existing neighborhoods and communities. Successful integration, or how well the new areas become a part of the existing neighborhood, depends upon several factors. For instance, new developments can strain existing public infrastructures or clash with the character of the neighborhood. Successful integration depends upon recognizing these issues early on and addressing them.

Park Place Neighborhood is already facing several challenges within its current boundaries due to rapid development and a problematic transportation infrastructure. The neighborhood was brought into Oregon City in the late 1980s by forced annexation because of failing septic systems, and has not completely integrated into the city. Since its wholesale annexation Park Place Neighborhood has been progressively infilled with new housing developments as existing large parcels of land are subdivided. During the past five years the neighborhood has gained over 300 new homes.

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<sup>1</sup> Oregon City Comprehensive Plan, Section 14. Urbanization.  
Regional Framework Plan and Metro Code (Metro's body of laws): Title III, Section 3.07, Urban Growth Management Functional Plan, Title 11: Planning for New Urban Areas.

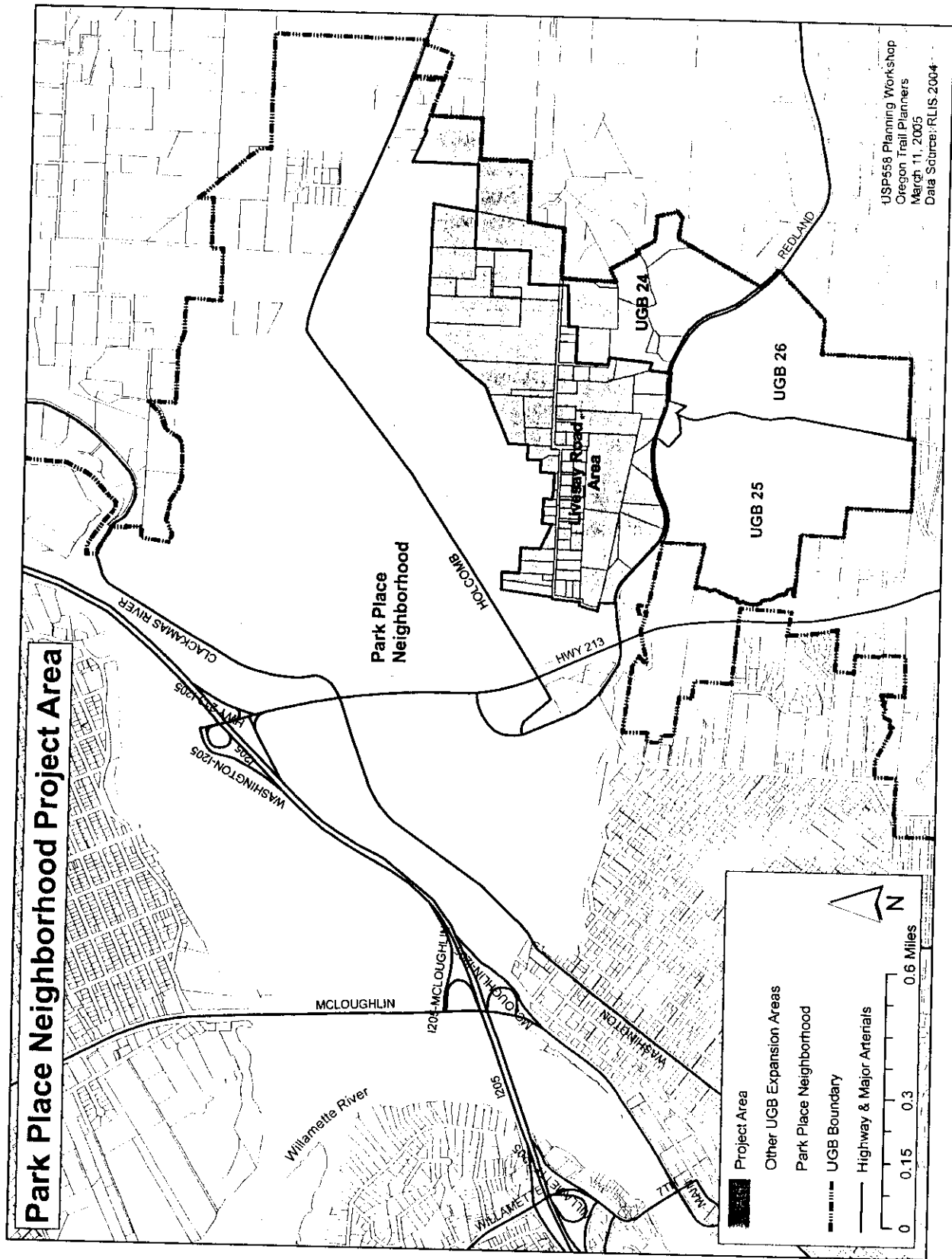
<sup>2</sup> Damascus/Boring Concept Plan. December 2003. Concept Plan Sideboards.

The key concerns and opportunities associated with new development in the area such as traffic congestion, pedestrian safety, public facility infrastructure, housing capacity, and development aesthetics have not been clearly identified. The Park Place Neighborhood Association has been working towards securing resources to complete a neighborhood plan that would address and make recommendations towards resolving these issues, as will the concept planning process. This project aims at developing and conducting a Stakeholder involvement process which will carry over into these plans.

## **Project Area**

The Project Area includes the UGB area 24 and the Livesay Road area (see Map 1). The other UGB expansion areas, 25, 26, and 32 are not part of the Project Area. Areas 25 and 26, which neighbor area 24, are not included because the potential of development is limited due to environmental constraints. UGB area 32 is farther south and development in this area will have much less affect on Park Place Neighborhood.

Park Place Neighborhood covers 1,184 acres, approximately one fifth of Oregon City's total acreage. UGB area 24 covers 82.3 acres and the Livesay Road area covers approximately 97 acres and lies between UGB area 24 and Park Place Neighborhood.



Report for



City of Oregon City

# Beavercreek Road Access Management Plan

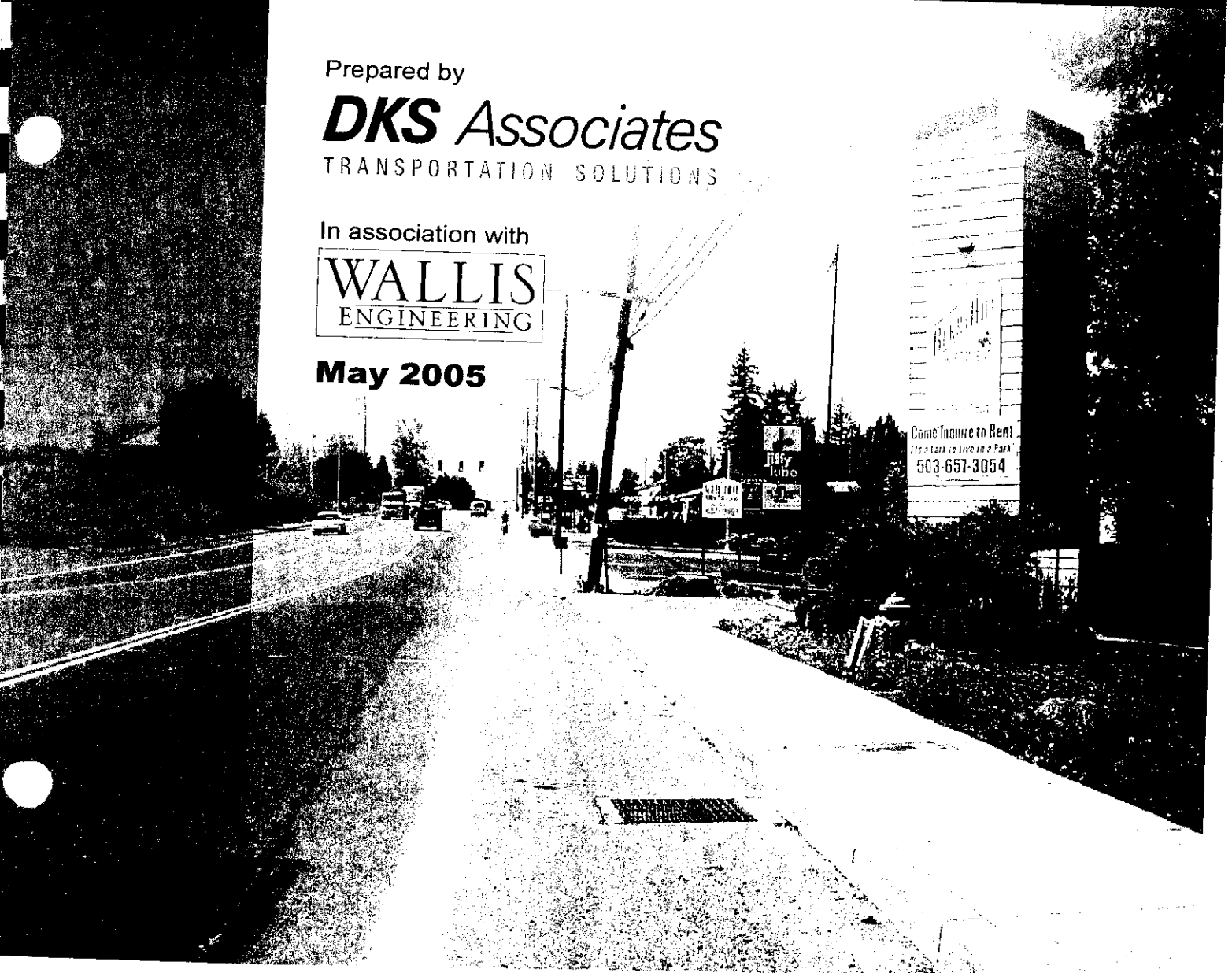
Prepared by

***DKS Associates***  
TRANSPORTATION SOLUTIONS

In association with

**WALLIS**  
ENGINEERING

**May 2005**





## **1.0 INTRODUCTION**

The City of Oregon City is in the process of designing improvements for Beaver Creek Road between Fir Street and Beaver Creek Way as identified in the City's Transportation System Plan (TSP). As part of this improvement project, the City was seeking to improve safety and capacity on Beaver Creek Road by modifying existing driveways to businesses. After the first public meeting for the Beaver Creek Road improvement project, it was determined that an access management plan was needed to evaluate the short-term and long-term access needs for businesses prior to construction of the improvements.

The goal of this access management plan (AMP) is to identify short-term and long-term strategies for access management along Beaver Creek Road from Fir Street to Molalla Avenue that promote safe and efficient operation. The study area for this access management plan is shown in Figure 1. The two main functions of Beaver Creek Road are to provide access to adjacent properties and to provide mobility to travelers. Balance must be attained between access to land development and safe and efficient operation based on a roadway's functional classification. For instance, arterials are designed to have fewer access points than local streets in order to increase long-distance mobility. Local streets are often designed with many closely spaced entry points in order to increase access to local properties.

### **Why is Access Management Important?**

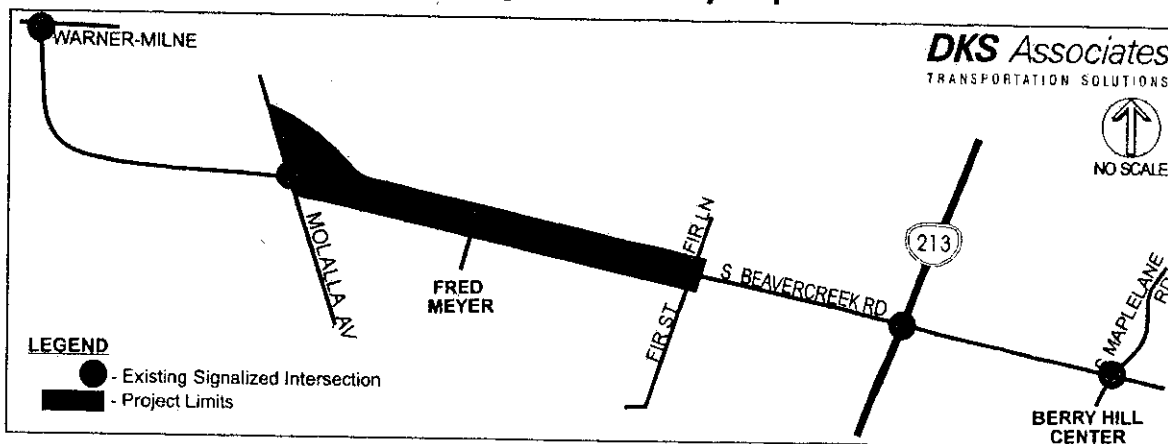
- Improves safety for vehicles, pedestrians, and bicycles.
- Improves traffic flow and vehicle capacity.
- Improves freight mobility by getting goods and services to businesses more efficiently.
- Provides permanent, efficient, and safe business access using traffic signals at appropriate locations.

The Transportation Planning Rule provides the following access management definition:

*“Access Management” means measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.”<sup>1</sup>*

<sup>1</sup> Oregon Administrative Rule 660-012-0005 (Division 12- Transportation Planning), Oregon Land Conservation and Development Department, July 15, 2004.

**Figure 1. Vicinity Map**



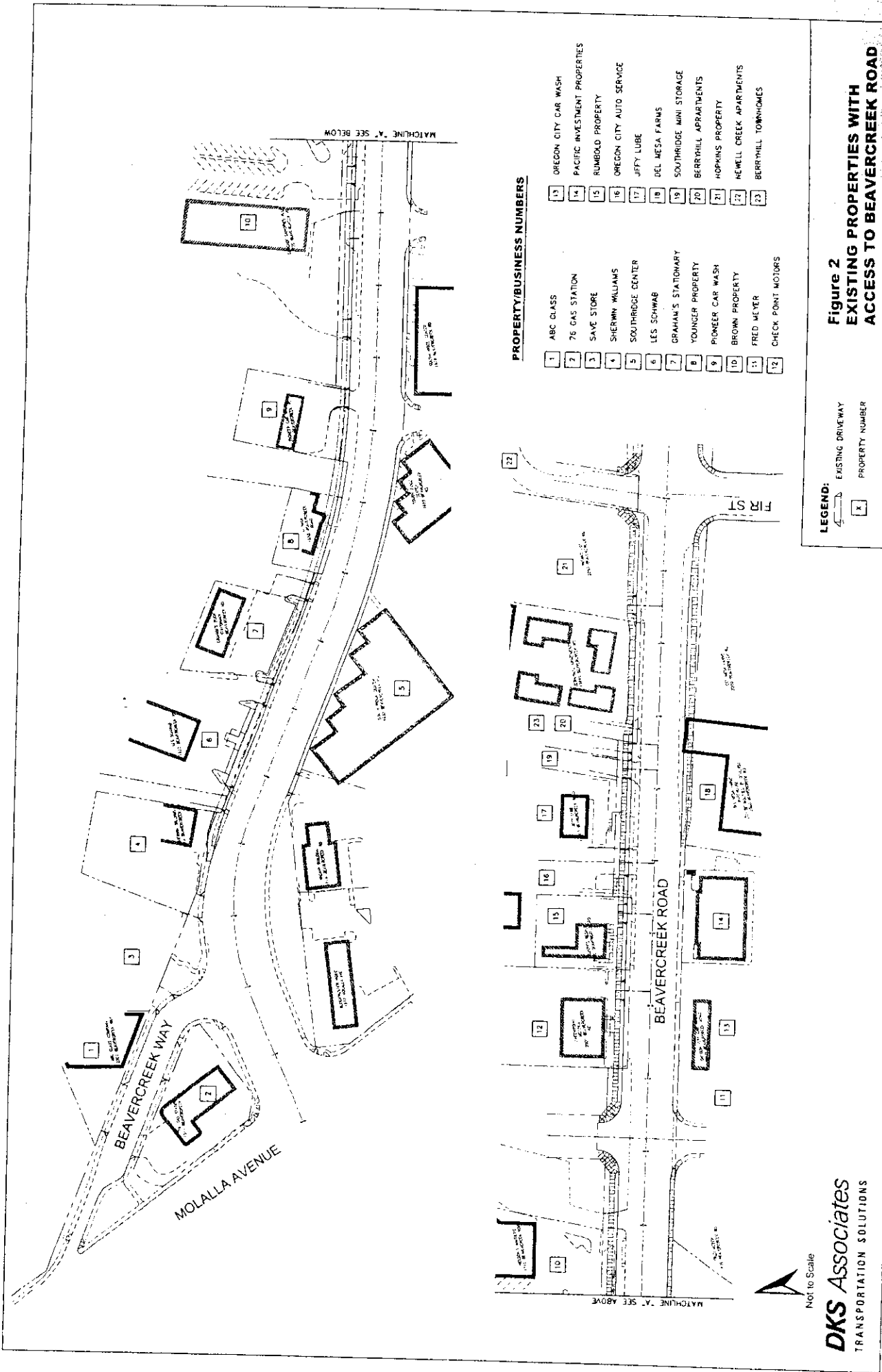
## **1.1 Project Objectives**

The objectives of this Access Management Plan include the following:

- Comply with local standards, plans, and policies.
- Inventory the public and private approaches on Beaver Creek Road and Beaver Creek Way within the study area.
- Identify short-term and long-term access management strategies in the project area.
- Implement the short-term access management strategy in the Beaver Creek Road improvement project that is currently being designed.
- Coordinate with local governments and affected property/business owners during the access management plan development.
- Adopt this Access Management Plan into the *City of Oregon City Transportation System Plan (TSP)*.

## **2.0 STUDY AREA**

The study area includes twenty-three properties adjacent to Beaver Creek Road and Beaver Creek Way as shown in Figure 2. The study area intersections, both existing and proposed, are located within the City of Oregon City. Traffic signals are located today at the intersection of Beaver Creek Road and the Fred Meyer access and Beaver Creek Road and Molalla Avenue. All private driveways are currently unsignalized two-way stop controlled intersections with Beaver Creek Road being the major street and the private driveways being the minor street stopped approach. The following sections include a description of the roadway network and jurisdictional responsibilities.

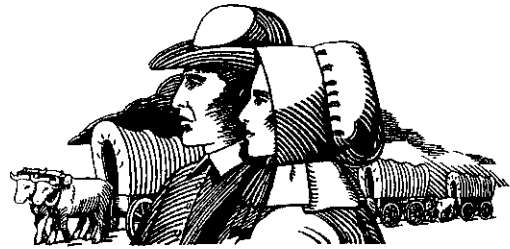


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## REVISED AGENDA

City Commission Chambers - City Hall  
June 6, 2005 at 6:00 P.M.

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### PLANNING COMMISSION WORK SESSION

6:00 pm – Park Place Neighborhood Stakeholder Involvement Strategy *Presentation and Discussion*  
*Oregon Trail Planners: Park Place Neighborhood Citizen Involvement Strategy Final Report*  
*The Oregon Trail Planners (Students from Portland State University Masters in Urban and Regional Planning Program) are working for the Park Place Neighborhood Association, in partnership with the City of Oregon City and a local developer, to produce a framework for citizen involvement in the development of the Park Place Concept Plan.*

7:00 pm – Beaver Creek Road Access Management Plan  
*Update and Discussion*

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